The Chicago Daily Tribune.

VOLUME 27. CHICAGO, FRIDAY, OCTOBER 24, 1873. NUMBER 64.

GIFT CONCERT.

Grandest Scheme Ever Known.

Fourth Grand Gift Concert

FOR THE BENEFIT OF THE

PUBLIC LIBRARY OF KENTUCKY.

12,000 Cash Gifts, $1,500,000.

$250,000 for $50.

The Fourth Grand Gift Concert authorized by special act of the Legislature for the benefit of the Public Library of Kentucky, will take place in Public Library Hall, at Louisville, Ky.,

Wednesday, December 3, 1873.

Only sixty thousand tickets will be sold. The tickets are divided into ten coupons or parts.

At this Concert, which will be the grandest musical display ever witnessed in this country, the unprecedented sum of

$1,500,000,

Divided into 12,000 cash gifts, will be distributed by lot among the ticket-holders.

LIST OF GIFTS.

ONE GRAND CASH GIFT		$250,000
ONE GRAND CASH GIFT		100,000
ONE GRAND CASH GIFT		50,000
ONE GRAND CASH GIFT		25,000
ONE GRAND CASH GIFT		17,500
10 Cash Gifts,	$10,000 each	100,000
30 Cash Gifts,	5,000 each	150,000
50 Cash Gifts,	1,000 each	50,000
80 Cash Gifts,	500 each	40,000
100 Cash Gifts,	400 each	40,000
150 Cash Gifts,	300 each	45,000
250 Cash Gifts,	200 each	50,000
325 Cash Gifts,	100 each	32,500
11,000 Cash Gifts,	50 each	550,000

Total, 12,000 Gifts, ALL CASH, amounting to $1,500,000

The distribution will be positive, whether all the tickets are sold or not, and the 12,000 gifts all paid in proportion to the tickets sold.

PRICE OF TICKETS.

Whole Tickets, $50.00; Halves, $25.00; Tenths, or each coupon, $5.00; Eleven Whole Tickets for $500.00; 22½ Tickets for $1,000.00; 113 Whole Tickets for $5,000.00; 227 Whole Tickets for $10,000.00. No discount on less than $500.00 worth of Tickets at a time.

Tickets now ready for sale, and all orders accompanied by the money promptly filled. Liberal terms given to those who buy to sell again.

THOS. E. BRAMLETTE,
Agent Publ. Libr. Ky. and Manager Gift Concert, Public Library Building, Louisville, Ky.

For information apply to J. R. WATTS & CO., Room 4 Metropolitan Block, corner LaSalle and Randolph-sts. (Take elevator for third floor.)

THE SHORTEST ROUTE TO FORTUNE.

$100,000 for only $2.50.

THE LARGEST RETURN FOR THE SMALLEST INVESTMENT.

A GRAND

GIFT CONCERT

WILL BE HELD AT

LEAVENWORTH, KANSAS,

December 31st, 1873,

FOR THE BENEFIT OF A

JUVENILE REFORM SCHOOL.

40,000 Gifts,

$450,000 in Prizes,

Principal Prize, $100,000

consisting of the superb palatial residence of Simon Abeles, Esq., unsurpassed as a private dwelling in the United States, being only a few blocks from the Court-House, surrounded by magnificent grounds, orchards, gardens, and vineyards. The building has been only recently completed with all modern improvements.

PRIZE LIST.

13 Prizes, Real Estate,		$159,125
1 Cash Prize,		20,000
2 " "	$10,000 Each,	20,000
4 " "	5,000 "	20,000
4 " "	2,500 "	10,000
20 " "	1,000 "	20,000
50 " "	500 "	25,000
100 " "	200 "	20,000
200 " "	100 "	20,000
300 " "	50 "	15,000
698 " "	20 "	13,960
1,000 " "	10 "	10,000
1,158 " "	5 "	5,790
36,450 " "	2.50	91,125
40,000 Prizes		$450,000

The title to the above real estate is guaranteed perfect.

The liberal terms of this scheme brings it within the reach of all—the greatest opportunity ever offered to the poor man to rise to wealth.

PRICE OF TICKETS.

Single Tickets, $2.50; Eleven Tickets, $25.00; Fifty-six Tickets, $125.00; One Hundred and Fifteen Tickets, $250.00.

The drawing will be made under the superintendence of a committee appointed by the highest officials in the State, duly sworn to the faithful performance of the duties assigned them.

The highest officials both of City, County, and State have not only indorsed Mr. Abeles, but also his scheme.

The demand for tickets is unparalleled, and all desiring to participate in the drawing should at once form their clubs and send in their orders.

AGENTS WANTED in all States, Cities, and Towns in the United States and Canadas.

Money should be sent by Registered Letter, P. O. Order, or Express, with the full adress of the purchaser in plain writing.

Every package of 11 tickets has a chance to win 11 prizes, but positively certain to win one, while one person out of every ten who purchase a package of 11 is bound to win two prizes.

For further information and particulars, send for circulars to the Manager and Proprietor, and address

SIMON ABELES,
Leavenworth, Kan.,

Or call at 161 East Madison-st., Chicago.

GENERAL NOTICES.

THE LADIES OF ST. JOHN'S EPISCOPAL CHURCH WILL SERVE LUNCHES,

From 11½ to 2½ o'clock each day of the present week, at 173 Madison-st., between LaSalle-st. and Fifth-av. Tickets 50 cents. No extras. The ladies ask the patronage of our citizens, and of parties visiting the city during the week.

EXPOSITION NOTICE.

Orders for the NOISELESS BRISTOL CLOTHES WASHER have come in so rapidly that we cannot supply the demand. Have patience a few days, and all will be served.
BRISTOL WASHER CO., 20 South Water-st.

FINANCIAL.

Allen, Stephens & Co.,
DOMESTIC BANKERS,
25 PINE-ST.,
NEW YORK.

Organized for the business of out-of-town Banks and Bankers exclusively, to whose business a thorough and personal attention will be given.

Do no stock business and do NOT accept speculative accounts.

Four per cent interest on deposits.

FOR SALE.

GRAND TRUNK RAILWAY OF CANADA.
STEAMER FOR SALE.

The Grand Trunk Railway Company will be prepared to receive offers for the purchase of the Steamer "International," now plying between Fort Erie and Buffalo. She is a wooden paddle steamer, and carries 14 cars on her deck. She will be ready for delivery upon the completion of the "International Bridge," during the month of October next. Offers for this steamer (to be delivered in Fort Erie) will be received by the undersigned.
C. J. BRYDGES, Managing Director.
Montreal, Aug. 12, 1873.

DISSOLUTION NOTICE.

DISSOLUTION.

The copartnership of [illegible] & Co., has been dissolved by mutual consent. [illegible]
CHAS. H. CRONKHITE,
M. MAYOR,
H. WHITNEY.
Chicago, Oct. 21, 1873.

PROPOSALS.

TO CONTRACTORS.

Proposals wanted for macadamizing or cindering Twenty-second-st. from Ashland-av. to Centre-av. [illegible] by the yard, delivered, or at the quarry; work to be [illegible] within 30 days.
E. F. DERICKSON & SONS,
Corner LaSalle and Twenty-second-sts.

BLANKETS.

BLANKETS!

BLANKETS!

BLANKETS!

AN ELEGANT ASSORTMENT NOW OPEN IN 10-4, 11-4, 12-4, and 14-4, FROM $3.50 TO $35 A PAIR.

INSPECTION INVITED.

SIMPSON, NORWELL & CO.
79 and 81 STATE-ST.,
Bet. Randolph and Washington.

INSURANCE.

ESTABLISHED 1865.

Insurance Agency (FIRE AND MARINE) OF DAN. M. BOWMAR,
171 LA SALLE-ST.,
CHICAGO.

Insurance on Warehouses, Merchandise, etc.

Insurance on Dwellings and Contents.

MUSICAL.

W. W. KIMBALL,
Cor. State and Adams-sts.,

Will offer for sale, on WEDNESDAY, Oct. 22, and every day thereafter until sold, the following second-hand instruments, in addition to his large stock of HALLET, DAVIS & CO.'S Pianos and SMITH'S American Organs:

1 7-octave Hazleton, $200.
1 7-octave Dunham, $150.
1 7-octave Chickering, $300.
1 6-octave Hallet & Cumiston, $100.
1 6-octave Dubois, $100.
1 7-octave Steinway, nearly new, $275.
1 7-octave second-hand Upright, $250.
1 7-octave second-hand Upright, $350.
20 second-hand Organs and Melodeons, from $25 to $125.
1 second-hand Pipe Organ, suitable for a Church, $500.
1 Mason & Hamlin Organ, 2 Banks of Keys, cost $525; nearly new, $250.

W. W. KIMBALL,
205, 207 & 209 State-st.

PAPER HANGINGS, &c.

HILGER, JENKINS & FAXON,
107 STATE-ST.

PAPER HANGINGS, BEDDING, AND WINDOW SHADES.

PRINTERS, STATIONERS, &c.

THE LATEST NOVELTIES IN Portmonnaies & Pocketbooks, AT WHOLESALE AND RETAIL, AT CULVER, PAGE, HOYNE & CO.'S,
118 & 120 Monroe-st.

J. M. W. JONES,
WHOLESALE AND RETAIL STATIONER AND PRINTER.
Office Outfits and Railroad Work SPECIALTIES.
104 AND 106 MADISON-ST.

HUSKING GLOVES.

MERCHANTS!

NOW IS THE TIME TO SELL Hall's Patent Husking Gloves.

Address HALL'S HUSKING GLOVE CO., 145 South Clinton-st.

LOTTERY.

$300,000.

Capital Prize, $50,000.

Missouri State Lottery.

Grand Single Number Scheme.

Drawn the last day of every month. 5,880 Prizes, amounting to $300,000. Whole tickets, $10; Halves, $5. Send for circular to MURRAY, MILLER & CO., Box 2446, St. Louis, Mo.

WANTED.

SITUATION WANTED,

By a first-class book-keeper and shrewd business man. References unexceptionable. Address H J M, Tribune office.

A SOPRANO SINGER

Would like to make engagement in a South Side Choir for the coming year. Address S 72, Tribune office.

COAL.

Wilkes-Barre COAL.

"From Our Own Mines."

FINEST QUALITY of HARD COAL.

Delivered in City $10 per ton, any size.
In Yards $9 per ton, any size.

WELL SCREENED AND FREE FROM SLATE

Also, Lehigh Lump, Blossburg, Briar Hill, Medway, Hocking Valley, and Wilmington Coal.

A Liberal Discount made on Country Orders.

BLAKE, WHITEHOUSE & CO.,
19 Chamber of Commerce.
Yards—Indiana-st. Bridge, Twenty-second-st. Bridge.

COAL. COAL.

F. H. SHEPHERD,
108 & 110 Dearborn-st.,
DEALER IN
HARD AND SOFT COAL,
OF ALL DESCRIPTIONS.

The Best Indiana Block Coal IN THE MARKET.

Retail Price, $7.50 per ton, delivered.

Liberal reductions made on carload lots and for steam.

REAL ESTATE.

RICH FARMING LANDS!

FOR SALE VERY CHEAP!

THE BEST INVESTMENT!

No Fluctuations! Always Improving in Value! The wealth of the country is made by the advance in Real Estate.

NOW IS THE TIME.

Millions of acres of the finest lands on the Continent, in Eastern Nebraska, now for sale—many of them never before in market—at prices that DEFY COMPETITION.

Five and Ten Years' Credit Given, with Interest at 6 per cent.

The Land Grant Bonds of the Company taken at par for lands. They can now be purchased at a large discount. Full particulars given, new Guide with new Maps mailed free by addressing O. F. DAVIS, Land Commissioner U. P. R. R., Omaha, Neb.

CHEAP LOTS

FOR SALE BY

W. J. ONAHAN,
112 & 114 DEARBORN-ST.

3 Lots on Blue Island-av., between Sixteenth and Eighteenth-sts.
40 Lots on Evans, Paulina, and Wood-sts., near Ashland-av., on easy terms of payment.
54 desirable Lots near Humboldt Park.
25 choice Lots in South Shore Subdivision, Hyde Park.
Perfect title to all. Abstracts furnished to purchasers.

BANKING.

Adam Smith & Son,
Bankers and Bullion Dealers,
Corner State and Washington-sts.,
FIRST NATIONAL BANK BUILDING.

Accounts solicited.
Interest Paid on Daily Balances.
Silver Coin furnished our Depositors at par.

POLITICAL.

HON. S. M. MOORE.

DEAR SIR: Recognizing your eminent fitness for the Bench from a long and successful practic at the Bar, and a service of six years as Judge, and having confidence in your integrity, firmness, and courtesy, we ask your consent to become an independent candidate to fill the vacancy in the Superior Court of this city, with the distinct understanding that you will be supported free of any party nomination whatever.

E. G. Asay,	J. M. Marshall,
Chas. Gardner,	Carter H. Harrison,
Geo. C. Christian,	Henry E. Picket,
A. H. Lawrence,	F. H. Winston,
D. M. Hillis,	G. W. Branett,
B. S. Morris,	H. A. Tucker,
W. H. Bryan,	A. Brookins,
O. R. Brouse,	M. H. Wilson,
A. T. Ewing,	J. B. Vaughan,
E. A. Cummings,	L. D. Wallace,
J. S. Hubbard,	Orin E. Moore,
Harvey Dean,	Jas. F. Jillson,
B. C. Ernst,	M. S. Munson,
John Forsyth,	B. Philpot,
J. D. Wallace,	F. L. Honore,
H. L. Ensign,	Wing & Farlin,
Wm. Garnett,	Jas. K. Demming,
D. Kreigh,	J. P. White,
Barnhart Bros. & Spindler,	W. S. Ellis,
J. L. Fulton,	H. W. Brown,
Frank Compton,	Edward C. Waller,
E. C. Wilson,	Wm. R. Patterson,
J. W. Montgomery,	George G. Street,
Parke B. Chase,	C. L. Wood,
Wm. D. Kerfoot,	R. H. Forrester,
Henry Waller,	Henry S. Monroe,
L. H. Bisbee,	W. B. Gibbs,
Stewart Clark,	William C. Minard,
W. H. Frasier,	M. Burke,
M. F. Heenan,	Francis A. Hoffman, Jr.
J. P. White,	

ALDERMAN EIGHTEENTH WARD

MR. DAVID MURPHY:

Sir: We, the undersigned citizens and taxpayers of the Eighteenth Ward, most respectfully ask you to become a candidate for the office of Alderman of said Ward. Knowing your interest and business abilities, we can place all confidence in you as a representative, and we would respectfully request you to become a candidate:

E. & J. Good & Co., Chas. R. Willetts, Parker R. Mason, Jno. P. Furlong, O. Holland, Chr. Sottrup, R. Jameson, Chas. West, Clark & Raffen, P. Phelan, N. Roeden, J. H. Ball & Co., Henry Sevis, S. Stafford, John Walsh, John Philbin, Andru Gunderson, H. Jevne, Joseph Sober, John Miller, William Smith, Michael Colford, Hugh Walsh, James Warren, Geo. H. O'Brien, John Keen, C. S. Vivian, Fred Klinkaus, Wm. Gutroff, H. Keith, John Kelley, John Flinn, Col. Knoblesdorf, James Carroll, Thomas J. Tobin, John Mullins.

NINTH WARD ALDERMAN.

THOMAS F. BAILEY, ESQ.:

We, the undersigned citizens of the Ninth Ward of the City of Chicago, having full confidence in your ability and integrity, respectfully request you to allow the use of your name as a candidate for the office of Alderman of said Ward at the ensuing election, to be held in November, 1873.

James Collins,	Geo. B. Kenyon,
Dempsey & Hennessy,	J. Schott,
Christopher Gearhart,	W. C. Egan,
S. E. Egan,	Henry H. Sinfeldt,

And 400 others.

OCTOBER 23, 1873.

At a large and enthusiastic meeting of the citizens of the Eighth Ward, held at the corner of Ashland avenue and Coolidge street, for the appointment of a candidate to fill the office of Alderman, of the People's party, we have unanimously nominated P. C. McDONALD.
PATRICK CARROLL, President.
FRANZ RANKENBERG, Secretary.

HOTELS.

WINTER RESORT.

ROYAL VICTORIA HOTEL,

Nassau, N. P., Bahamas, opens for the winter season Nov. 1. For full information, address J. LIDGERWOOD, Agent, 376 Broadway, N. Y.
T. J. PORTER, Proprietor.

MEETINGS.

Masonic.

Oriental Lodge, No. 33, A. F. & A. M. Regular Communication this (Friday) evening, at 7½ o'clock, for business and work on the Second Degree. By order of the Master.
E. N. TUCKER, Sec'y.

FINANCIAL.

Another Quiet Day on the Stock Exchange.

Meeting of Bank Presidents of New York.

An Explanation Made of the President's Financial Propositions.

He Promised to Draw on the Legal-Tender Reserve if Necessary.

But Did Not Promise to Buy Exchange.

The President Contradicts the Current Reports.

The Clearing-House Looks upon the Whole Matter as a Farce.

Clews, Habicht & Co. to Go into Voluntary Liquidation.

More Encouraging Reports from the New England Manufacturers.

NEW YORK.

THE BANK PRESIDENTS IN CONSULTATION.

NEW YORK, Oct. 23.—At the meeting of Bank Presidents to-day, to consider President Grant's communication, Mr. Williams made an explanatory speech, from which it appears that he was pressed to write a letter to President Grant, to the effect that there was great suffering in the manufacturing districts of New England for want of legal-tenders; and also that assistance was wanted from the Government. This pressure was chiefly from parties interested in mills in Rhode Island, in some of which the operatives are working on half time and others which are entirely closed. Mr. Anthony carried this letter of Mr. Williams to Washington and had

AN INTERVIEW WITH THE PRESIDENT,

and received assurance that the Government would issue from $3,000,000 to $4,000,000 per week from the $44,000,000 reserve, if necessary. The President was urged to buy exchange, but refused.

This whole affair has been magnified beyond proper bounds, and the Clearing House to-day views it as a grand farce.

The following resolutions were then adopted:

Resolved, That the message of the President of the United States to the banks of New York be respectfully and gratefully acknowledged; and we cordially reciprocate his kind wishes and will act in the spirit which he recommends.

Resolved, That from and after the 1st of November next, the equalization of legal tenders by the banks of this association be discontinued.

A proposition to use National bank currency notes in the Clearing-House settlements was rejected.

ANOTHER VERSION.

President Grant authorizes the positive denial of having written to Mr. Williams, or any one else, a letter containing such a statement as has been made public.

WASHINGTON, Oct. 23.—The President received to-day a large number of visitors. He was asked about the contents of his recent letter to Mr. Williams, the New York Bank President, and said that he therein repeated his former remark, namely, that, in addition to what had already been done by the Government, the only way of relief was for the Government to buy exchange, but exchange could not now be bought, as the Government had no use for it, having already purchased enough on London for the Navy and State Departments to answer present purposes. There is no intention, he further remarked, to draw on the $44,000,000 reserve, except to meet the current expenses of the Government. The money will be used for no other purpose.

LAKE SHORE BONDS.

In regard to the $2,250,000 Lake Shore bonds belonging to the Union Trust Company, charged by the morning papers as having been transferred from that Company to G. B. Grinnell & Co. without proper accounting, the latter firm say the Lake Shore bonds in possession of the firm were transferred to them by the Union Trust Company last spring in the regular course of business, by authority of the Lake Shore Company. E. B. Wesley, Receiver of the Union Trust Company, made the same statement. The bonds were transferred to Grinnell & Co. by authority of the Treasurer of the Lake Shore Railroad, and the Union Trust Company had the proper receipts. The Trust Company did not owe the Lake Shore Company one shilling, and the latter institution had raised no question whatever in regard to its liability for $1,750,000. The transfer of the bonds standing in the name of Grinnell & Co. was stopped a few days ago by the order of the Lake Shore Company, but he was not aware of the reason for the proceeding.

In regard to other reports concerning the Trust Company, Mr. Wesley said that he did not know where Carleton was, and that Commodore Vanderbilt had promised to secure the loan to the Lake Shore Railroad.

CURRENCY PAYMENTS.

NEW YORK, Oct. 23.—The *Times* says: "The question of general currency payments in greenbacks and National Bank notes is about to solve itself. Most of the banks are paying on all demands, when preferred to the certification of checks, and the difference against the checks of other banks that, from their position, decline to pay out large sums of currency is only ⅛@¼ per cent in exchange for greenbacks or National Bank notes. Some first-class banks are not only helping their neighbors to greenbacks and sending currency to their country correspondents, but they are paying their debts or balances at the Clearing-House in greenbacks, in place of relief certificates. The practical condition of the question is in favor of a voluntary and general resumption of currency payments. In a very few days, no bank that hopes to retain its old accounts and status, or expects to acquire new accounts of a desirable character, in city or country, will deem it prudent to have it known that it is behind its neighbors, and as to the sealing and pooling process, the public will lose all interest in it, if a majority of the prudently-managed banks are content to tolerate its iniquities after resumption in greenbacks at the counters of the banks is made general or universal."

EXPELLED.

Edward Haight, Jr., who represents Haight & Co. in the Stock Exchange, was expelled to-day for the assigned reason that the senior member of the firm had overdrawn his account with the Bank of the Commonwealth $400,000, and only returned a part, causing the closing of the bank.

CLEWS, HABICHT & CO.

At a meeting of the creditors of that house, held in London to-day, it was voted unanimously to allow Clews, Habicht & Co. to liquidate their own affairs, and to take no action under the Bankruptcy law. This result was cabled here this afternoon.

BOSTON.

Special Dispatch to The Chicago Tribune.

BOSTON, Oct. 23.—Though many of the New England manufacturing establishments have shut down directly or indirectly, on account of the monetary stringency, all are not affected, and there are reports of quite an encouraging order in circulation, as well as many of a gloomy look.

THE AMERICAN WATCH COMPANY,

at Waltham, having been run upon three-quarter time during October, now reports that it will be put upon full time on the 1st of November, with a force of about 600 hands. The rate of wages, however, has been reduced 15 per cent.

THE MILLS

at Chicopee Falls, which, it was reported, had stopped forty looms on night work, and proposed to suspend nights entirely, are, on the contrary, running on full time and in the usual way.

Against these cheering reports is placed the announcement that the Atlantic Mills at Lawrence suddenly shut down to-night for the remainder of the week, and will run but four days a week for the present.

NO CONCERT AMONG MILL-OWNERS.

The declaration that there is a concerted movement among New England manufacturers for closing the mills from any necessity arising out of the scarcity of money and the state of business, but on the pretext that there is not currency enough to pay wages, and that Congress may be induced to measures of inflation, does not seem to be well sustained by facts. The action of the Fall River mill-owners is deprecated by operators generally, and every effort appears to be making to keep the mills going. The shutting down of the Manchester mills is simply on account of the high water occasioned by the recent heavy storm, and it is thought that they will be running on full time again by the first of next week.

WASHINGTON.

[To the Associated Press.]

LEGAL TENDERS.

WASHINGTON, Oct. 23.—Outstanding legal tenders, $359,453,888.

CUSTOMS RECEIPTS

for the week ending Oct. 18 were as follows: New York, $1,730,743; Philadelphia, $121,170; Boston, $311,286; Baltimore, $91,586.

DUBUQUE.

DUBUQUE, Oct. 23.—Business of all kinds is dull and inactive. The freight traffic on the river is reduced to a small volume—not enough to pay the expense of running packets, which are seeking winter quarters thus early in the season.

Manufacturers are running on reduced time, and will shorten up more, or stop altogether. Lumber shares in the depression. A fleet of Chippewa sold to-day at $13.00, a decline of $1.50 per thousand in four weeks.

REDUCTION OF SALARIES.

Special Dispatch to The Chicago Tribune.

BUFFALO, N. Y., Oct. 23.—On the 20th of this month the salaries and wages in the offices of the New York Central and Lake Shore Railroads were cut down 10 per cent. We understand the same arrangement will be put into effect throughout the country where said roads extend. Financial tightness the cause.

ABROAD.

LONDON, Oct. 24—5 a. m.—A meeting of the creditors of Clews, Habicht & Co. was held yesterday. It was stated by the firm that there was no doubt of its ability to pay all demands in full in a short time. A resolution was passed in favor of settlements by liquidation. A committee of three was appointed by the creditors to attend to their interests.

WASHINGTON.

A Controversy Between Secretaries Richardson and Fish.

The Forty-third Congress—Speculations as to the Committees.

Position of the Treasury Department on the Canal Bond Question.

Interesting Statistics Concerning the Letter-Carrier System.

Special Dispatch to The Chicago Tribune.

RICHARDSON VS. FISH.

WASHINGTON, Oct. 23.—The matter of contention between the Secretary of State and the Secretary of the Treasury, which was represented at one time to have caused a little unpleasantness between those members of the Cabinet, a short time ago, was referred to the Attorney-General for advice, or opinion, or both. The latter returned a written answer conveying his construction of the laws governing in the cases submitted; and thereupon Secretary Richardson acquiesced, and directed the issuance of a circular to all Treasury officials having official business correspondence with United States Consuls abroad, instructing them to forward all correspondence, etc., to the Secretary of the Treasury, in order that, as Mr. Fish contended, the same shall pass through and be examined and sent abroad by the State Department. This adds considerable to the already unnecessary great red-tape business of the two departments, to say nothing of the delay in corresponding, though it is deemed of great importance in properly keeping accounts between the Consuls and the Treasury and State Departments.

THE NEXT HOUSE.

As to who will be Speaker of the next House of Representatives, who will be Chairmen of the principal committees, what will be the complexion of the committees, will those re-elected members who were connected with the Credit Mobilier scandal be made to take back seats, will the salary-grab section of the Appropriation bill be repealed, and like subjects, there are as many theories advanced by prominent men and members of Congress as there are men who entertain decided opinions, and who have been heard from in relation to these matters. It seems to be generally conceded that no combination or set of combinations that are likely to be gotten up will defeat the election of Mr. Blaine for Speaker; but, as to the Credit Mobilier men and their chances to again obtain important chairmanships, there is great doubt in the minds of nearly everybody. Gen. Butler is reported as having denied the truth of the published statement that he is trying to get Republican members of the next House to hold a caucus and declare against giving places on the leading committees to any members implicated in the Credit Mobilier transactions. Nevertheless, neither he nor anybody else who knows anything about it, denies that such opposition will be made in caucus, and a strong effort made to carry it. A prominent Congressman recently remarked that candidates for the Speakership would be glad if such decision by the caucus could be adopted, so as to relieve whoever is elected Speaker of the trouble he would naturally encounter, if he were left to decide for himself, and possibly have to discriminate against the class of members alluded to.

[To the Associated Press.]

COURT-MARTIAL SENTENCE.

WASHINGTON, Oct. 23.—The sentence of the court-martial in the case of Surgeon of Marines Duval, United States Navy, who was tried at Annapolis for shooting and wounding two marines gathering strawberries in one of the enclosures of the Naval Academy, is that he be suspended from rank and duty for three years. The President has modified the sentence to two years' suspension.

James M. Walker has been appointed Internal Revenue Storekeeper for the Fifth Kentucky District, and A. J. Connelly Gauger for the Twelfth Ohio District.

THE LETTER-CARRIER SYSTEM.

A statement of the operations of the letter-carrier or free-delivery system for the year ending June 30, 1873, has been prepared, and shows that the aggregate number of pieces handled by carriers was 375,315,673, and the aggregate cost of service, including all incidentals, was $1,422,495, at an average cost of delivery of 3 8-10 mills per piece, the lowest average being in Chicago, 2 4-10 mills. The service has nearly reached the position in which its expenses will be paid by local postages with which it is credited. As compared with the preceding fiscal year, there were 13,860,059 more mail letters, 5,336,169 more local letters, and 6,763,297 more newspapers delivered, and there were 21,948,378 more letters collected than during the previous year, at an increased cost of service of 2 6-10 per cent, while the receipts on local postage increased 22½ per cent. Since the first day of last July, the free-delivery system has been established in thirty-five additional cities, and will be extended to all cities having a population of 20,000 or upwards.

THE CANAL-BOAT TONNAGE TAX QUESTION.

For some years past it has been the practice of the Treasury Department to collect, under the act of Congress, a tonnage and a license tax upon canal-boats when entering the waters of a lake, river, bay, or inlet. Boats upon the Erie Canal were tax-free, but whenever one entered the Hudson River it was subject to license and tonnage tax the same as steam or sailing vessels, and so with the boats on other canals. Some thousands of canal-boats have been thus taxed for several years, without the owners making any inquiry as to the authority in law for it. Some months since, however, several boat-owners in Pennsylvania, New Jersey, and Maryland refused to pay the tax, and, bringing their cases before the United States District Courts, in the States mentioned, it was decided that the Treasury Department had

NO RIGHT TO COLLECT THE TAX.

The Treasury Department then sought to appeal to the United States Circuit Court, but failed, as none of them amounted to $50. The attorneys for the boat-owners claimed that the decision of the United States District Court was final and should govern the department, but the Treasury officials thought otherwise, continued to collect the tax, and seized several boats for refusal to pay, whereupon a "Philadelphia lawyer" wrote a letter to the President, demanding the impeachment of the Secretary of the Treasury for not abiding by the decisions of the United States Courts. Secretary Richardson had merely followed in the tracks of his predecessors, and had no thoughts of disregarding the decisions of a court when a case should have been decided by the highest tribunal. He has therefore ordered the District Attorneys to

CARRY A CASE TO THE SUPREME COURT,

and will be governed by the decision of that tribunal. Meanwhile he has ordered the release of the canal-boats seized, and will merely file cases of refusal to pay with the District Attorney. Some of the large coal companies own several hundred canal-boats, so there will be no difficulty in finding a case involving $50 to go to the Circuit Court, or $2,000 in order to appeal to the Supreme Court of the United States. It is probable that the Secretary of the Treasury will urge Congress to abolish the tax.

YELLOW FEVER.

A Slight Falling off in Mortality in Memphis—The Disease Elsewhere—Aid Going Forward.

MEMPHIS, Tenn., Oct. 23—Noon.—A cold rain is falling, with a lower temperature. The mortuary report shows deaths by yellow fever, 21; other causes, 5. Dr. Blount is still sinking.

PROMINENT VICTIMS.

Deaths to-day: Dr. J. J. Williams, author of "Hypodermic Treatment in Cholera Successful," also many learned medical treatises, and Mrs. Ethel Porter, wife of Col. Ethel Porter, prominent in railroad circles.

THE SCARCITY OF FUNDS

with the Howard Association compelled a reduction of the pay to nurses to $3. Three hundred and twenty-five in their employ struck for $5, and the Association is compelled to pay $5. President Langstaff has sent to New Orleans for more nurses.

COTTON DONATIONS.

Two bales of cotton have been donated to the Howards—one by the Hon. Robert McKenna and one by the citizens of Helena, Ark. One was shipped by express to Norton, Slaughter & Co., New York, and the other to Sprague, Soule & Co., Boston.

MORTUARY REPORT.

MEMPHIS, Oct. 23—10 p. m.—The weather is clear and cold. The mortuary report makes the following showing: Yellow fever, 21; other causes, 8; total, 29; decrease of yellow fever deaths, 6.

ANOTHER APPEAL.

The Chief of Police appeals to the Chiefs of other cities for aid. Of the sixty men on the Memphis police force, eight have died of fever, and fifteen are now down. The Odd Fellows have issued a circular, and say they need no more help from their brethren elsewhere.

DEATHS AT SHREVEPORT.

SHREVEPORT, Oct. 23.—Telegraphers all well. Interments to-day: P. L. Kirkpatrick, colored, 45; A. J. Wilkinson, 35; Jack Hollarn, colored, 3; E. Balm, 38; R. Boone, 37; Harry Deloach, 14; Andrew J. Lewis, colored, 3; Charles McLean, 24.

AT COLUMBUS, TEXAS.

NEW ORLEANS, Oct. 23.—A Houston, Tex., dispatch reports two deaths at Columbus since Sunday.

MONTGOMERY, ALA.

MONTGOMERY, Ala., Oct. 23.—Six yellow fever deaths in the past forty-eight hours.

CASE IN BROOKLYN, N. Y.

NEW YORK, Oct. 23.—A Mrs. Stein, recently arrived from Georgia, is sick with the yellow fever in Brooklyn. Dr. Watt, the Health Officer, has taken all proper measures in the case.

THE AID MOVEMENT.

Special Dispatch to The Chicago Tribune.

FORT WAYNE, Oct. 23.—Mayor Zollinger has called a meeting at the Court-House, for Saturday evening, to take action in regard to relief for cities in the South suffering from yellow fever.

Special Dispatch to The Chicago Tribune.

DUBUQUE, Ia., Oct. 23.—Mayor Peaslee has issued a call for a meeting, to be held to-morrow night, to raise aid for Memphis.

BOSTON, Oct. 23.—A public meeting has been called at the Merchants' Exchange, to-morrow, in aid of the yellow fever sufferers of Memphis and Shreveport.

ALBANY, Oct. 23.—Mayor Teacher has issued an appeal to citizens to contribute material aid for the sufferers from yellow fever in the South.

NEW YORK, Oct. 23.—The Journeymen Tailors' Society has forwarded $200 to Memphis.

NASHVILLE, Oct. 23.—The proceeds of the promenade concert and hop last night, for the benefit of Memphis, amounted to $1,609. The members of the Grand Lodge I. O. O. F. contributed $300 to-day for the Memphis sufferers.

LOUISVILLE, Oct. 23.—The subscriptions of Louisville for Memphis and Shreveport sufferers reach $22,000, besides a large number of private remittances not reported.

Private letters to-day depict great and urgent need for food, and shipments have already commenced to meet the demand. A bale of cotton will be sold to-morrow on 'Change to aid the sufferers.

CANADA.

Reassembling of the Dominion Parliament.

Important Address of the Governor-General.

The Measures to Come Before Parliament.

Probable Exculpation of the Government in the Canadian Pacific Scandal.

Riel Hiding in Manitoba.

Special Dispatch to The Chicago Tribune.

OTTAWA, Oct. 23.—At 3 o'clock this afternoon the Governor-General proceeded in state to the Senate-Chamber, and, summoning Senators and members, His Excellency opened the second Canadian Parliament. The Ministerial programme, as foreshadowed in his speech, is very vague. The speech alludes to the fact that Parliament was summoned at the earliest moment after the receipt of the Royal Commissioner's report on the Pacific Railway Inquiry, and that the evidence obtained under the Commission has had His Excellency's careful consideration, with reference to its disposal. The speech says: "The report will be laid before Parliament, and it will be for you then to determine whether it can be of any assistance to you."

The bill of fare submitted consisted of a bill for consolidating laws in force in several provinces relating to parliamentary representation; the reconsideration of the Pacific Railway project, owing to the failure of the Pacific Railway in making the financial arrangement necessary for the construction of that great undertaking; a bill providing for increased representation in Parliament and in the Executive Department; a bill for the establishment of a Dominion Board of Agriculture, and a bill relating to the insolvency laws.

It is considered that the Government are backing down, as they concede what the opposition demanded in allowing Parliament to investigate the Pacific Railway matter. The measure for increased representation in the House and in the Government, is looked upon as a bid for support. With a Parliamentary committee to continue the Pacific investigation, exposures most damaging will be made.

[To the Associated Press.]

OTTAWA, Oct. 23.—The Governor-General, at 3 o'clock to-day, proceeded in state to the Senate Chamber, and, the members of the House being present, opened the second session of the Second Parliament of the Dominion of Canada. In the speech from the throne, the Governor-General said:

In accordance with the intimation given by me at the close of the last session, I have caused Parliament to be summoned at the earliest moment after the receipt of the report of the Commissioners appointed by me to inquire into certain matters connected with the

CANADIAN PACIFIC RAILWAY.

The evidence obtained under the Commission deserves careful consideration. The report will be laid before Parliament, and it will be for you then to determine whether it can be of any assistance to you. The Canadian Pacific Railway Company, to whom a royal charter was granted, have been unable to make the financial arrangements necessary for the construction of that great undertaking. They have, therefore, executed a

SURRENDER OF THEIR CHARTER,

which has been accepted by me. You will, I trust, feel yourselves called upon to take steps to secure the early commencement and vigorous prosecution of the construction of that railway, and thus carry out in good faith the arrangement made with the Province of British Columbia. A measure for this purpose will be submitted for your consideration. The efforts by the several Provinces, as well as by the Dominion, to encourage immigration have met with success, and a large number of valuable settlers have been added to our population. I do not doubt that you will continue your liberal aid to this important object. Among measures to be submitted to Parliament will be a bill for the establishment of a Dominion Board of Agriculture.

IMPORTANT APPROVAL.

A dispatch has been received by the Governor General from the Imperial Government approving the prorogation of the House in August and the appointment of the Royal Commission for taking evidence regarding the charges made by the Opposition in connection with the Pacific Railway scandal. This course is pronounced entirely in accordance with constitutional practice.

THE REPORT.

It is understood that the report of the Royal Commissioners, which will be submitted to both Houses, exculpates the Government from all charges contained in the various clauses of Mr. Huntington's indictment. Sir John Macdonald will leave Parliament to take whatever action it may think fit in the premises, whereupon it is expected that Mr. McKenzie, leader of the opposition will move a resolution containing the gist of the petition presented to His Excellency on the 14th inst. It is believed, in view of the confirmation of Lord Dufferin's course, by the Imperial Government that the debate upon the constitutional question will be brief.

RIEL'S CASE.

Night before last Dr. Schultz received a telegram from Mr. Bowen, of Fort Garry, stating that Riel was hiding in Manitoba, fearing arrest under the warrant upon which Lepine was committed. Dr. Schultz has received several threatening letters setting forth that his life will be taken should Riel be arrested.

There is a very full attendance of members.

THE COAL SUPPLY.

POTTSVILLE, Pa., Oct. 23.—Owing to the recent heavy rains many collieries in the Schuylkill region have been compelled to suspend operations, being completely drowned out,—in many instances miners having little time in which to save the mules, usually kept under ground. A prominent coal operator states that in the upper section of the county there would be a heavy decline in the shipments of coal during the present week, and, as other regions are in like situation, the market will be seriously affected.

OCEAN STEAMSHIP NEWS.

NEW YORK, Oct. 23.—Arrived—Steamships Virginia, from Liverpool; and Elysia and Europe, from Glasgow.

LONDON, Oct. 23.—The steamships Pembroke and India, from New York, and Abbotsford, from Philadelphia, have arrived out.

TRANSPORTATION.

Second Day's Session of the Farmers' Convention.

Regulating Railway Freights and Fares by State Legislation.

The Question Ably Discussed by Mr. Flagg and Mr. Hooton.

A Protest Against Granting Subsidies to Private Corporations.

Water Transportation—The Curse of Debt—Organization of the Farming Community.

The Illinois Railroad Law Commended to Other States.

The Rev. Mr. Alger, of Boston, on Co-operative Buying and Selling.

MORNING SESSION.

THE NORTHWESTERN FARMERS' CONVENTION reassembled at 9 o'clock yesterday morning in McCormick's Hall, which was cold enough to congeal the enthusiasm in persons less earnest than the gentlemen composing the Convention.

President Allen called the meeting to order.

COMMITTEES APPOINTED.

The following Committees were appointed:

To meet the Senate Transportation Committee—W. C. Flagg, Madison; Charles E. Barney, Bureau; S. P. Tuffts, Marion; J. D. Beatty, Jersey; S. T. K. Prime, Livingston.

On the Illinois Railroad Law—M. B. Lloyd, Henry; L. F. Ross, Fulton; M. M. Hooton, Marion.

The first order of business was announced to be the discussion of State legislation regulating railway freights and fares.

MR. FLAGG'S ADDRESS.

The Hon. W. C. Flagg, of Madison, addressed the Convention as follows:

FELLOW-CITIZENS: A railway is a road graded and having rails of iron, wood, or stone upon which carriages, with wheels adapted to the rail, may run. In their original conception and execution they were private roads, built upon one person's land, or by special permission of the person through whose lands they run. This kind of a railroad, built without Government intervention, by agreement of the parties in interest, might justly claim to be exempt from all Government regulation, except police regulation, so long as it did not offer itself to do the business of a common carrier. That is, it would do only the business of the person or persons owning the road; would undertake no public function, and would not exercise the power of eminent domain conferred upon it by the sovereign power. This is the kind of a railway that railway attorneys *ought* to be talking about when they deny all right of Government to interfere with railway management.

But railways of that kind are few and unimportant. Government is generally requested by the railway companies themselves to interfere in the inception of their enterprise, to the extent, at least, of giving certain privileges to a corporation, including the right to condemn and use the land of others. In England and America, this is done through a charter granted by the Legislature under a general or special law. In Belgium, France, and other continental countries, it appears to be done by "concessions," which are very similar in their character to charters. In England, these charters are special for each railway, there being no general law on the subject; and, as they are granted by act of Parliament, which is the sovereign power of the State, so they may be modified or repealed, in the pleasure of that body. In the United States, most of the railway charters are granted by or under State laws, by special act, or under general laws; but a few lines have been chartered through the Territories, etc., by act of Congress.

By these charters, granted by the State, which are what now most interest us, the State transfers, or attempts to transfer, its right of eminent domain to the railway company, so that the railway company may go in and take possession of such lands as it may need on the alleged ground of its being for the public's use; and also the town, county, or township may vote subsidies to the railway company, on the ground that such donation will be for the public benefit, or a corporate purpose. Having gone thus far, the railway is evidently intrusted with a public function. It has secured privileges to which it was entitled on no other ground than its being a work intended and pledged for the public benefit. The State has given it extraordinary privileges which it had no right to give, or else the railway company is no longer a private company, and owes special duties to the public.

The railway company may admit the duty of a common carrier; but that is not enough. Any person or persons who make a custom of carrying for hire are common carriers, without these extraordinary privileges; and are required to do all that is reasonable for reasonable pay. The teamster between here and the next town, making a business of carrying goods for all who offer, is a common carrier; but he has no right of eminent domain; he cannot solicit this town to vote him an encouraging bonus. But the railway company is a common carrier, and a good deal more. In the nature of the case, it is its duty to make a special point of serving the public, even if the highest attainable profits are not realized. The Company has, it is true, a private duty to its stockholders of paying the rate of interest that is reasonable on permanent and not fluctuating investments. But, coincident with this duty it owes to the public, it serves the duty of low rates and large business, so as to build up the country through which it passes, to carry its increasing trade, and so as to attract, and not dry up and drive away, enterprise of an agricultural, manufacturing, or commercial character. The common carrier can limit his business. He can set two wagons to work where there is business enough for three, and you cannot require him to put on a third. The railway company is in duty bound to find railway service at least to the capacity of the average freight and passengers offered.

The common carrier is liable to have his rates of fares and freight fixed or regulated by law. He may sell his horses and wagons if he will, but so long as he continues in business he must take such rates as the city ordinance or law of the State may fix. We may say of the railway company, If you do not like to carry passengers at 3 cents a mile, you can sell out to some one who will, or tear up your track, and let another company see if they cannot serve the public at reasonable rates.

But right here looms up the Dartmouth College decision. Just as the Dred Scott decision was used to subserve one form of human slavery, the Dartmouth College case is perverted to hold our hands while we are robbed. The Dartmouth College decision was the most honest, and therefore it has been the most infamously used.

Railway lawyers tell us that a railway is a private corporation. That the charter of a private corporation is an executed contract between the State Government and the corporation. That the Constitution of the United States forbids a State from passing any "law impairing the obligation of contracts." That a law fixing reasonable maximum rates by our State Legislature is an impairing of the charter contracts existing between the State of Illinois and many or most of the railroads in it, and, therefore, unconstitutional. All of which is based upon the Dartmouth College case.

But, as I have said, the railway company receives and uses privileges which the Legislature has hardly a right to confer upon a private corporation, and therefore has admitted itself, by its own solicitation and acts, to be at least a corporation with a public function, and in no wise in a condition analogous to that of Dartmouth College. Then it is by no means an unquestioned doctrine whether all charters, even of private companies, are contracts. The Supreme Court of the United States I understand to be nearly equally divided upon that question. It implies that whoever can buy or steal a bill through the Legislature shall be protected in his iniquity by that "contract" for ever after, and is a most dangerous doctrine, if all our railway charters "conceived in sin and brought forth in iniquity" are to be counted under it. In any event, we reduce the railroad company to this dilemma: Either the State has conferred upon it, and it has exercised, privileges to which it is not entitled, and is a transgressor upon the rights and property of others, or else it has admitted its obligation to serve the public for the public welfare, and is subject to regulation as a common carrier, perhaps in either case.

Thus much in regard to chartered railways. A third class is not only chartered, but receives a grant, bonus, or guarantee from the chartering power. The Union Pacific has received immense donations of [illegible]

kinds. The English Government guarantees a stated interest to the railway companies of India. The French Government, under Louis Napoleon, guaranteed an interest on some of the later roads. Germany has subsidized and guaranteed interest and dividends. Our Illinois Central, and numerous railways west of us, have been assisted in one or all of these ways. In all these cases the rights of Governments to control and the obligations of railway companies to serve the public are correspondingly increased.

A fourth class of railways, more spoken of than experimented with, are those built and owned by the State or National Government, but leased under fixed rules to private companies. This plan has its advocates in Great Britain and our own country, but has not yet, in later days at least, been put to a practical test. Of these, the governing power would, in the nature of the case, have all desired control.

And, fifthly and lastly, I mention railways built, owned, and operated by the governing power, as is the case of a part of those in Belgium and Prussia. Here again the creating power has entire control.

These five classes of railways carry us from the entirely private to the entirely public railway. I have gone over them that you may see how ideas and theories have been confused in applying the differing rules applicable to each to the wrong class of railways. You will notice that practically Government intervention is sought in all of them, and that difficulties and disputes arise only in reference to the chartered and subsidized roads, where private welfare and where the power and temptation to make large gains by additional demands upon the public becomes very great. How to curb and regulate this avaricious spirit for the greatest public welfare, is the most difficult part of a difficult problem now before the American people. We have monopolies, conspiracies against the welfare of the people in many other shapes, but not so mighty and pervading as this.

Before going farther, it is well to notice here the confused conceptions that have existed as to the nature of the railways and railway service. The extent to which they would displace and supersede the turnpike, the canal, and even the rivers, lakes, and oceans as ways of travel and freight, was hardly anticipated even by enthusiasts; and the indirect social and commercial effects that would be produced were foreseen by no one. I suppose that we of to-day, in spite of the wild anticipations to which the rush of railway construction might lead us, have still but faint conceptions of the part they will play in the future. Yet it is likely that narrow gauge railways and trains or horse railways will, before fifty years have elapsed, occupy the principal and even the neighboring country roads, and that most men's farm-houses will have access by rail. But few, however, anticipated anything of this sort. Yet, reduced to practice, it means that our highways shall be railways, and our railways highways. The old Duke of Wellington very likely spoke better than he knew when he said of railways in Parliament, "We must take care and not lose the old English idea of the King's highway," yet to that we must come at last. The railways of the United States and of the Old World are its highways that must carry its travel and its commerce, and that must be dominated by no feudal Lords demanding tribute of all who pass. This is what our new Constitution of Illinois means when it declares the railways of this State public highways, free to all persons for the transportation of their persons and property thereon.

The peculiarity of this new class of highways arose from the fact that the people of Great Britain, and still more the people of America, especially after a little disastrous experimenting about forty years ago that demonstrated that neither State nor individual was very successful in railway management, resolved to leave their building and operation, under more or less regulation, to private enterprise. In doing this the public function of the completed work was more or less lost sight of. The necessity of protecting the rights of travelers and shippers was not appreciated. It was like turning over the roads of the country to turnpike companies, with the privilege, or rather the concession, of putting down a turnpike gate every ten miles, and charging tolls at will of all who passed.

Feeble and somewhat inefficient, because inexperienced and often unintelligent, attempts were made by some in the beginning to fix maximum rates; but the prevailing idea has been to rely upon competition. It was early assumed, apparently, that railroad would compete with railroad just as steamboat does with steamboat. England and the United States trusted to this. You hear it preached even yet in Illinois. But it is an utter delusion. As a rule, a railroad has a practical monopoly of the country through which it runs. "There are many cases," said John Stuart Mill in his Political Economy, "in which the agency, of whatever nature, by which a service is performed, is certain, from the nature of the case, to be virtually single,—in which a practical monopoly, with all the powers it confers of taxing the community, cannot be prevented from existing. I have already more than once adverted to the case of the gas and water companies, among which, though perfect freedom is allowed to competition, none really takes place, and, practically, they are found to be even more irresponsible and unapproachable by individual complaints than the Government. There are the expenses without the advantages of plurality of agency, and the charge made for services which cannot be dispensed with is, in substance, quite as much compulsory taxation as if imposed by law. There are few householders who make any distinction between their water-rate and their other local taxes. In the case of these particular services, the reasons preponderate in favor of their being performed, like the paving and cleansing of the streets, not certainly by the general Government of the State, but by the municipal authorities of the town, and the expense defrayed, as even now in fact it is, by a local rate. But in the many analogous cases which it is best to resign to voluntary agency, the community needs some other security for the fit performance of the same than the interest of the managers, and it is the part of Government, either to subject the business to reasonable conditions for the general advantage, or to retain such power over it that the profits of the monopoly may, at least, be obtained for the public. This applies to the case of a road, a canal, or a railway. These are always, in a great degree, practical monopolies; and a Government which concedes such monopoly to a private company does much the same thing as if it allowed an individual or association to levy any tax they chose for their own benefit, on all the malt produced in the country, or on all the cotton imported into it. To make the concession for a limited time is generally justifiable on the principle which justifies patents for inventions; but the State should either reserve to itself a reversionary property in such public works, or should retain and freely exercise the right of fixing a maximum of fares and charges, from time to time varying that maximum. It is perhaps necessary to remark that the State may be the proprietor of canals or railways without itself working them; and that they will almost always be better worked, by means of a company renting the railway or canal for a limited period from the State." Mr. Mill, although a free-trader in the broadest sense of the term, you will see recognized a class of companies needing Government supervision and control. Mr. Frederic Hill, in a paper, read before the British Association for the Promotion of Social Science, in 1870, expresses similar opinions, and confirms them from actual experience. He answers the question, Why should not the State control manufactories and a mercantile marine, and where is the line of separation to be drawn? in this wise: "The true place for this line, as it seems to me, is between things which can be multiplied indefinitely, and in which, therefore, there can be an effective competition, and those in which in the nature of things there is a monopoly." "The nature of things" in the case of a railway I take to be the immense risk of competition on exactly the same line. A road-bed so far as grading and even bridging and tieing is concerned, is "permanently invested," that is if the enterprise is not successful a large part of the capital cannot be withdrawn."

I may add to this the reasons suggested by Theodore Bacon in *Old and New*, for February, 1873: "To give scope to competition there must not only be large and free demand, but the possibility of supplying by many persons, from many sources, the very commodity demanded. Such possibility the nature itself of railroad traffic, except in very special cases excludes."

But all who have studied the subject will fully agree with Mr. Adams when he said in his speech in behalf of the Massachusetts Railroad Commissioners, before the Railway Committees, that "while the result of ordinary competition is to reduce and equalize prices. The result of railroad competition is to produce local inequalities and arbitrarily raise and depress prices."

For instance, we have had a railroad system of some sort in Illinois now about twenty years. Take the passenger rates of periods six years apart, which I am able to give from old railway guides. The amount of railway service, and so-called competition, has wonderfully increased. Our railroad companies have learned how to "acquire" railways at very low prices. Our country is much more densely populated, and travel indefinitely increased. But here are the facts: In 1853, of three railways in the State—the Sangamon & Morgan, Chicago & Mississippi, and Galena & Chicago Union—two were charging 3 and 4 cents per mile. In 1859, 3 cents was the average charge on the different roads. In 1865, with a largely inflated currency, it was 3 2-7 cents on seven railways where rates were given, and in 1871 on eight different Illinois roads converging at St. Louis it averaged 4 1-5 cents per mile, and during the month of September, 1873, nine different roads radiating from St. Louis, eastward, were charging, in defiance of law and public opinion, an average on distances not exceeding seventy miles, 4-69 cents per mile, or more than 55 per cent than when they began their work twenty years before, and this in the face of great increase of business and supposed competition.

Here is what the Joint Select Committee of Parliament said of "competition" in 1871:

"That Committees and Commissioners carefully chosen, have for the last thirty years, clung to one form of competition after another: that it has, nevertheless, become more and more evident that competition must fail to do for railroads what it does for ordinary trade, and that no means have yet been devised by which competition can be permanently maintained."

England and America, you see, teach us the same lesson. Combination between rival lines has destroyed competition, except that occasional "cutting of rates" makes fearful fluctuations, in which a few shippers gain, but for which the general public must sooner or later pay. Our railways, practically, that is, are regulated not by competition but by combination; by one of the parties in interest and not by both. Thereby you, the citizens of a democratic-republican country, are enabled to know how cruel, relentless, and unscrupulous a thing is arbitrary power in the hands of a few. Regulation by combination means that the railroad managers are feudal Lords, and that you are their serfs. It means that every car-load of grain, or other produce of your fields and shops, that passes over the New York Central shall pay heavy toll for right of transit to Vanderbilt, the robber Baron of our modern feudalism who dominates that way. Regulation by combination means that you, the large manufacturer or shipper or consignee at this point, shall truckle to railway officials for special favors, and skulk and avoid the "Farmers' Movement," when you believe it to be right, for fear you will compromise your pecuniary interests. It means that you, the farmer, shall be compelled to sell your corn below the cost of production, or that the consumer of the Atlantic seaboard shall pay too much for his bread. It means *despotism*,—paralyzing enterprise, rewarding subservience, suborning legislators, corrupting society, and trampling on the rights of the citizen.

Dissatisfied with the results of this kind of regulation, the party of the other part—the people—ask governmental interference, and regulation thereby. This regulation may be national, by act of Congress, which has power to "regulate commerce," not only "with foreign nations," but "among the several States." "The Legislature of the nation," says Pomeroy ("Constitutional Law"), has exerted but a small portion of its power to regulate commerce among the several States." Or this regulation may be State regulation, confined, of course, to the limits of that State. This regulation again may take the shape of regulatory laws intended to be self-acting in their character, of placing railways under the supervision and control of a Board of Commissioners, or, finally, by owning all or a portion of the railways and operating them, or having them operated, at cheap and fixed rates.

Our Anglo-Saxon turn of legal thought leads us to prefer a law to which those aggrieved can appeal,—such as laws fixing maximum rates of fare and freight, and punishing their violation. Parliament at first relied on tariffs of rates, but Mr. Adams tells us they did not prove efficacious—probably because the whole subject was not understood. Belgium inserted maximum rates in the original concessions. France makes tariffs of maximum rates for each railway, and prohibits special favors in the way of rates to individuals. Germany has no maximum rates. New York, in the case of the New York Central, has succeeded in making a regulatory law of this kind effective as regards passenger rates. Ohio, a State that has attempted much in this direction, fails in getting the laws obeyed; but the rates seem to be for some reason considerably lower than in our own State. I believe the same is true of Michigan. Thus far, in Illinois, our legislation under that head is faulty, but there is a more determined effort in that direction from the fact that our State Constitution necessitates such action, and the people have ratified that section by an immense majority.

The lack of success in passing laws of this character is owing to the intrinsic difficulty of the subject and the ignorance of legislators. Probably not one legislator in ten has informed himself, even tolerably, upon the history and experience of railway management and railway legislation. He comes to the discussion of a very difficult topic with crude ideas, preconceived notions, and vagueness of purpose. I speak now of the man anxious to honestly serve the people. He will be confronted with and approached by members who represent, not popular rights, but "railroad rings," and they will work upon his fears and prejudices to vitiate his action. Then, as I have said, the subject is difficult. The circumstances that surround one road are very different from those affecting another, or even the same road at another time. It is about as difficult to adjust a railway tariff as it is a protective tariff, and many are inclined not to do it for the same reason. Charles Francis Adams, of the Railway Commissioners of Massachusetts, regards relief under this head as hopeless, and the attempt as futile. He quotes from the report of the Parliamentary Committee of 1872, which says: "Legal maximum rates afford little real protection to the public, since they are always fixed so high that it is, or becomes sooner or later, the interest of the companies to carry at lower rates." But with all deference to Mr. Adams and the Parliamentary Committee, I think our Illinois experience and observation teaches that a uniform maximum rate of three cents a mile for passengers would relieve the public and prevent a good deal of extortion, without much, if at all, diminishing the gross receipts of the railways. I know a new road between Paris and Arcola that put passenger fares at three cents per mile from the beginning, and the result was relatively better business than the old established Illinois Central was doing in the same country at four cents per mile. If the Illinois Central were forced to carry passengers at three cents per mile I believe it would be for the permanent benefit of that road; and it would relieve the traveling public that live along it 25 per cent of their present expenditure for a given amount of travel. We want, in Illinois, at least, and for the time being, a reasonable maximum rate for passengers. Again, take our freight, especially our local freight rates, and we find them often far above a reasonable maximum rate. A nursery-man at Marengo, before the new July rates took effect, told me if he could get return loads that he could wagon trees in bulk to Chicago—sixty miles—more cheaply than he could send them by rail. The local freight rates of our railroads, even before the 1st of July, was 4.72 cents per ton per mile, and 2.16 for through rates. So that, as a temporary resource, I believe we should have legislation giving reasonable maximum rates on freight.

But this rough and general way of dealing with the subject is not sufficient in itself. We not only want cheap rates, but the cheapest attainable rates. This is essential, whether we look to the pecuniary interests and physical comforts of the people, or the unity and harmony of our wide-spread population. "Anything which adds to the necessary cost of transportation," says Mr. Adams, "aggravates the tax and anything which diminishes it removes one more burden from human toil." "It is not enough," says Draper, in his "Civil Policy of America," "that there should be free movement for thought; free movement for the people themselves is of equal importance. That is the true method of combating climatic effects—preventing communities from falling into Asiatic torpor, and contracting senseless antipathies against each other. . . . Experience shows that travel increases as its cost diminishes. Whatever, therefore, operates as a tax on locomotion is inconsistent with the highest principles of State policy. . . . In America, transportation at the lowest possible cost assumes an attitude of an affair of the highest State necessity." Hence we feel the need of something more flexible than statute law, that can adapt rates to different conditions and classes of railways. This suggests the function of Railway Commissioners assigned to our new Board of making up schedules of maximum rates for each road. This seems to me the best thing possible, under our circumstances, but its success is as yet problematical. The Commissioners are hampered by a pro rata requirement that compels them and the Companies to fix rates according to distances; whereas the expense of carriage depends upon many other considerations. But they have the opportunity to inform themselves of the conditions and cost of transportation, and making themselves experts, that no legislative body can have; and can ascertain how much is a fair compensation to the railways, and not a gross extortion from the people.

But the great difficulty which the Railway Commissioners of our own and other States have to encounter I presume to be insufficient and vicious legislation, and the limitation of their power by State lines. Our own railroad laws, owing to various causes, are very unsatisfactory. Rival schemes, railroad attorneys, and honest but perverse differences of policy have prevented, thus far, our getting the desirable legislation. The late law seems to me one of the best, although not much more than a modified form of the common law of carriers. But we have no proper legislation as regards reasonable maximum rates,—none concerning railways as public highways. I notice some disposition, already, to find fault with the Railway Commission, but it is unjust. It seems to me that they are making the most of the laws that are given them. They are men of character and energy, and in sympathy with the people. But the limitation of State lines will be a difficulty of a permanent character. Illinois Commissioners will want cheap freights to the seaboard; but they are powerless. Indiana, Ohio, and New York at least are in the way. National legislation or regulation is needed.

But whilst State regulation is possible by a State Legislature or Commission, the problem becomes exceedingly difficult when the whole nation must be legislated for, or when Commissioners, appointed by Government, attempt to fix uniform rates for the Central Pacific and the Old Colony Railways. Many would consider it an impossible task, and would shrink from the enforcement of such regulations upon vast moneyed corporations. This consideration introduces the theory and practice of the Government ownership of roads, now a good deal advocated in England; and to a certain extent in the United States by Mr. Adams, Prof. Amasa Walker, and others.

Mr. Hill, whom I have already quoted, argues that State ownership will alone give the advantages of competition, because amalgamations and agreements are soon made by private companies, and State ownership alone furnishes a steady opponent to combination. He adds:

"In confirmation of the soundness of the principle which would place railways in the possession of the State, I would refer to the experience of Belgium, where, with a tariff of charges lower than ours [in England], and with no payments to the railways for conveyance of mails, the Government, in respect to the large number of railways in its possession, realizes an annual net profit of nearly 6 per cent, being much more than the average profit from the British railways, or from those Belgian railways which are owned by private companies.

"In France, also, where the railways have been conceded for long periods to private companies, the State retains a large interest in them, and will ultimately become their proprietor. The financial results, as shown by the dividends, are far superior to those of British railways; and this, too, with comparatively low tariffs, and with important privileges accorded to Government, in respect to the conveyance of mails and troops. In fact, the paternal system of Government, however debilitating in its general effects, has shown itself as regards railways highly beneficial, though I think it would have been well if even there the Governments had contented themselves with being the owners, and had always left their working to private enterprise."

Mr. Hill, also, it will be seen, is opposed to undertaking the working of government railways by State or National authority; and holds that in the most catholic sense State control, after all, furnishes the only approximation to free trade in railway service.

Prof. Amasa Walker, the political economist in a late number of the Boston *Journal of Commerce*, advocates the idea that the United States Government should buy or take possession of all the railroads of the country under the right of eminent domain. As the railroads themselves would as a whole earn the interest on the expenditure, he holds it would involve really but little expense to the Government. He is justified in this by the figures of Mr. Poor, who shows that the net earnings on our railways for 1872 is 5.2 per cent on $55,116 estimated cost per mile, which includes of course a good deal of sunk capital that the present holders of the roads are not entitled to interest upon. He would leave the roads to private parties under conditions favorable to the interests of the people. "While, in private hands," he says, "the tolls will be certain to be kept up to such rates as to pay dividends of 10 or 12 per cent at least, the Government would desire only 5 or 6, that is, merely enough to meet the interest on its bonds."

Charles Francis Adams, Jr., is in favor of the Government's regulating railways by owning a part, and running these so as to compete with and lower the rates of private roads, as is now done by Belgium. Ultimately he regards it as "almost inevitable that the National Government must, soon or later, and in a greater or less degree, assume a jurisdiction." As the present policy of Massachusetts, which has already several millions interest in the Hoosac Tunnel, he advocates the acquirement of certain roads and operating them in competition with private lines. He claims that only in this way can competition be introduced as a permanent regulator in railway transportation; that only in this way can we obtain free trade, the free working of the law of supply and demand, from railway monopolies.

Regulation of our existing through-routes by improving and increasing the water-ways of the country is a favorite idea in many quarters. A ship-canal at Niagara, a canal connection of the Ohio and James Rivers, a canal connection of the Tennessee and Savannah Rivers, the improvement of the mouths of the Mississippi, are among the most prominent. It is probable that these could be made quite efficient in regulating commerce a part of the year. But water evaporates and freezes up; iron rails never do, and I look to the railroads as the future carriers even of cheap freights. Mr. Adams said that steam—meaning steam land locomotion—"abolishes the Mississippi River." It does not do that, nor will until grain and coal can be carried by rail for 1 mill per ton per mile. But rivers and lakes and canals lose their prestige and importance, and railways alone, I take it, can regulate railways.

Regulation again is suggested and sought by dividing, practically, the road and the rolling stock; making one company the owner of the road, and perhaps of the motive power; and another, owner of the cars carrying the freight and passengers, thus securing, it is hoped, competition of different transportation companies on the same road, just as that of teamsters conveying goods in wagons is upon turnpike roads. The various "colored lines," were they not perverted to baser uses in the hands of "rings" within the railway corporations, would speedily become something of this kind if they had the right of transit over all roads.

I have now given you some idea of the history and drift of experience and conviction concerning railway legislation. In the light of these experiences and speculations, and in view of the peculiar government of the United States,—republican federalism,—I shall give you my own impressions of what is desirable and best.

First, I would favor a general system of national highways, limited, at present, to three north and south and four east and west railways. If you will take a map of the United States, and draw a line from Omaha through Davenport, Chicago, Toledo, Cleveland, and New York to Boston; another from Lawrence through St. Louis and Cincinnati to Baltimore; a third from Little Rock through Memphis and Knoxville to Norfolk; and a fourth from Shreveport, through Vicksburg, Jackson, and Montgomery, to Port Royal, you will have an illustration of East and West roads equally distributed and connecting most of the large centres of business with the best seaports of the Atlantic. Draw other lines. One from Bangor, through New York, Philadelphia, Washington, Baltimore, Lynchburgh, and, perhaps, Atlanta to Pensacola; a second, from Cleveland, through Cincinnati and Nashville, to New Orleans; a third, from Chicago, through St. Louis and Little Rock to Galveston, and the same is done with North and South connections. A fourth may ere long be suggested from Duluth, through St. Paul, Des Moines, and Leavenworth, and so southward to Indianola or Brownsville. Extensions of the East and West lines and new North and South lines could, if needed, ultimately gridiron our whole territory from the Atlantic to the Pacific. But these, and even the special lines I have named, should be constructed or condemned only so fast as the States through which they run feel justified in assuming the expense of their construction. At present the great demand is for a new Northern freight route from Omaha to the seaboard. No entirely new route to the seaboard has been constructed, as Secretary Randolph, of the Chicago Board of Trade, tells us, for fifteen years; and yet, the local railways of the Northwest feeding these through routes have at least trebled their mileage. Hence the demand made at Chicago and at New York for increased facilities; and this line, in some shape, will be built before many years. A St. Louis and Baltimore route is less demanded, because more reliance is placed on the competition supposed to be provided by the existence of the Mississippi River. Yet the commerce of the Upper Mississippi is already controlled by a monopoly that owns or controls all the boats running in that trade, and the commerce of the lower Mississippi is impeded by causes of a similar character; and sooner or later the more Southern trade must ask for transportation that shall not be controlled by single companies, but by Government. Again, there is not the present demand for north and south lines that will exist when migration has measurably filled up the country. Then will come the more natural exchange of products between different latitudes,—sugar for wheat and cotton for corn,—and the north and south railways will do the great carrying trade.

But meanwhile, I say, let the roads I have mentioned be built so fast as the several States and people through which they run are willing to make the investment subject to the condition of working at minimum rates. The seven roads I have suggested would have an aggregate mileage of about 8,000 miles, and would intersect about twenty-five States. These twenty-five States would own, or at least control, the bonds issued to build their respective proportions of these roads. The directorship should be vested in these States according to the amounts contributed by each to build its portion. These States should be guaranteed a certain interest on the investment by the General Government, and the whole system should be constructed and managed as provided by national law under the supervision of Directors chosen by these several States. In this way we would secure the co-operation and mutual interest of National and State Governments, and build roads that could not be sold out by private monopolies.

Secondly. In like manner I would like to see each State control the railways within its own borders in this manner provided the other modes fail. I would like to see them have the power to build such roads as might if they desired connect them with these national arteries of commerce on the same condition of minimum rates and public service.

Thirdly, and in like manner, the power ought to be invested in every town, city, and county of the country to build train, horse, and steam railways, just as they would other roads and thoroughfares. In other words carry to its legitimate conclusions the principle that a railway is a highway and just as much to be made and controlled by public authority as our common roads.

There are strong objections to this idea of governmental responsibility and control. It involves large expenditure; but not nearly so large amounts as we give away to secure the railways that oppress us. It will bring more or less corrupt management, but not greater than has attended our efforts to work by private companies. It is better than to build the Illinois Central and donate it to an untaxable corporation on condition of our receiving 7 per cent of the gross earnings. It is better than to give away 200,000,000 acres of public lands for the privilege of being fleeced a few years earlier. It is as well as to pay from twenty to twenty-five cents extra tax on every bushel of grain or its equivalent that goes to the seaboard. The amount paid, over and above fair cost of transportation annually from Illinois alone, would pay the interest on $50,000,000. It cannot be more corrupt than the Credit Mobilier, or the New York and Erie management. The Post-Office Department is not only a political machine, but run by transient men of uncertain ability; yet it supplies mail-matter to the whole country with promptness, cheapness, and accuracy, compared with the private express companies. Upon the whole, I do not find that the large and unwieldy corporations have much to boast of except in the few cases where a man of great energy and ability is at their head.

Personally, I am driven to the conviction that Government railways of some kind promise the best ultimate relief. But I heartily join in the desire that other and more local schemes of relief may be pushed forward to an early completion if they promise to partially succeed in affording relief from a despotism that now binds hand and foot the producers of the fairest and most fertile spots of the New World. The agricultural empire of the Northwest, consisting of ten great States, whose area is 600,000 square miles, only a small portion of which is in cultivation; whose population is one-third of the 40,000,000 that make this mighty republic; which produces three-fifths of the wheat and nearly two-thirds of the corn of the country, lies paralyzed because of the railway despotism that guards the outlets of her commerce.

Another "march to the sea" lies before us. A thousand miles away are the shores and the people that suffer for the bread of which we have more than enough. Another Andersonville, not of the victims of the slave power, but of a despotism equally cruel and relentless, remains to be reached and its inmates fed. But the farmers of the Northwest are coming out in mighty array. They spread out in marching columns that cover the land from Minnesota to Missouri, moving on with firm purpose along the great chain of lakes, through the passes of the Ohio, and down the Great River to the sea. They ask only "equal and exact justice to all men"; that cost, not combination, shall fix the price, and competition, not conspiracy, shall rule in the trade and transportation of the country. This they must and will have. They go forth to battle with an unscrupulous enemy, but the gates of hell shall not prevail against them. For they are right.

NEW ARRIVALS.

The Committee on Credentials reported the following additional names of delegates entitled to seats: A. S. Myers, J. W. Hunter, D. C. Perry, D. B. Weir, R. M. Pritchard, of Illinois; J. M. Pinkney, J. P. Just, James Holland, of Iowa; Henry Griswold, of Wisconsin.

REASONABLE RATES.

Mr. M. M. Hooton, of Marion, discussed the means of estimating reasonable rates. The money panic was caused because the laws of equity were violated. Greedy speculation had corrupted all channels of trade, and the few were made rich at the expense of the many. Punishment came sooner or later. There were two classes of investments, the productive and non-productive. Productive investments were those which created and increased the aggregate wealth of the country, and the non-productive investments those devoted to the manipulation of industrial products. When the wealthy balance between these two classes of investment was lost, the result was detrimental. He pictured a community ruined by reckless speculation, which diverted the money of the country from legitimate channels of trade and invested it in railroads and telegraphs through uninhabited regions. Banks advanced money on securities which in time of panic could not be realized upon. The non producers of the country had so manipulated the Government as to get from it vast subsidies and monopolies which had been used, not for the public good, but to corrupt Legislatures and Congress. Stock was watered to more than double its real value, and the money of the country being diverted from its legitimate function. The crops of the country could not be moved at remunerative prices. The people had come to their bottom dollar. They had discovered that for years they had been paying rates on railroads alone of nearly $800,000,000 above their cost. These frauds covered billions of dollars held for private gain at the expense of the industries of the country. The producers would hardly go on paying 10 or 15 per cent on fraudulent certificates and bonds in which there never was a dollar invested. The people were tired of this big confidence game, and would stand it no longer. The stock market and finance should be wholly purged of every dollar of false stocks, and reduce the value of the real and false to the amount of the real. This involved the breaking of many banks, brokers, and dealers, as well as many innocent laboring men, but it could not be avoided. To continue the present state of things was only to defer the inevitable retribution, and make it worse when it did come. There was reason to fear that the worst of the crisis was not yet passed. The struggles of the financial cormorants who had amassed millions through frauds would be terrible before they could be made to disgorge $2,000,000,000. To remove false stocks from the business of the country would necessarily cause great commotion, but it would have to be done before there would be a solid basis of finance. When the crisis was passed the money of the country would be used in legitimate trade, would be sufficiently abundant to pay fair prices for agricultural products, and the country would enter upon an era of prosperity never equaled. The voters should see that every office-holder whose hands were tarnished with monopolies, Credit Mobiliers, salary-grab, back-pay, or forward-pay was retired to private life or to the Penitentiary. [Applause.] Reforms necessarily moved slowly when the officers of the Government were bought and sold like cattle in the open market. As the producers of the country had to pay the income on the unproductive investments that any rate which exceeded the producers rate of income would be unreasonable. The legal rate of interest might not be reasonable, as it might be too high or too low. It was arbitrary, and therefore had none of the elements of reasonableness in it. He denounced the iniquities and corruption of the times, and concluded amid applause.

THE RESOLUTIONS.

The Committee on Resolutions reported, through Mr. Beman, of Iowa, as follows:

The duty of a Government is to protect its people. Capital directed by unscrupulous minds reaps the profits of their labor. Men of great wealth revel in luxury, while those who earn the money are destitute of the comforts of life. Our State Legislatures have made laws depriving us of our land, for which we have a title from the General Government, for the benefit of railroad companies, because it seemed for the public good. Subsidies have been granted them, and Congress has, with a lavish hand, given them public land,—the people's inheritance,—and the result is extortion, oppression. Therefore,

Resolved, By this Convention, that we most respectfully, but earnestly, request Congress to, without needless delay, pass a maximum freight and passenger law regulating tariff between the States, and our Legislatures a law regulating it within the States, and we hereby protest against the further granting of any subsidies whatever to private corporations of any kind.

Resolved, That experience has proved that freight by water is cheapest, and we most respectfully ask that Congress relieve us of our burdens speedily and take measures to open water-routes from the Mississippi to the seaboard.

Resolved, That to lessen the burdens of transportation is to, as far as possible, do without transportation, and, therefore, we ask and urge our people to do all in their power to create and sustain with their patronage, home manufactories.

Resolved, That we hail with pleasure the prospect of the early completion of the double-track Continental Freight Railway from the City of New York to Omaha, which promises that grain shall be transported over said railway at a cost not exceeding 8 mills per ton per mile.

Resolved, That debt should ever be held as one of our greatest enemies; that it deprives us of manliness, and in a measure makes us slaves; that to live within our means, however small, to pay as we go, will contribute to our success; recognizing the fact that the people are in earnest, we would urge them to free themselves of this curse, so that if a final struggle must come between the people and monopoly, our houses must be in order, and we the better able to withstand it.

Resolved, That no one industry can be protected by legislation except at the expense of all other industries, and that we are opposed to all special legislation.

Resolved, That we recommend the thorough organization of the farmers of the country in local and State organizations for the purpose of reforming great abuses, and dealing out equal and exact justice to all men.

THE RESOLUTIONS DEBATED.

The question was upon reading the resolutions and passing upon them singly, and the ayes and noes being indecisive, a count gave the vote to the ayes, and the preamble and first resolution, against protective tariffs, was then read and unanimously adopted.

The second, asking for water-routes, was read, and a motion to lay on the table was put and lost.

An amendment was put to alter the phraseology of the resolution, so as to add water-routes from the Mississippi by a ship canal to Lake Michigan.

Mr. Dore, of Bureau County, did not want this question to be passed upon without consideration. There were persons present prepared with figures as to water and railroad transportation routes who ought to be heard. They had time before them to ponder the matter, and they should deliberate well before taking any action.

Mr. Lloyd, of Henry County, thought the resolution should be worded so as not to say that water communication is cheaper than rail; there was no need to make that declaration.

Mr. Morton, of Nebraska, wanted this resolution well considered. As a class, they are injured by class-legislation. The experience of the Northwest was that when the Government took hold of a railroad the people suffered. He opposed the idea of Congress being asked to afford relief. It was what they were opposing,—relief of classes by act of Congress,—and it came with bad grace from them, who were opposing class-legislation, to ask for it.

Dr. Penington, of Whiteside, thought they should consider the question well before they decided. The resolution asked the Government to open these water-ways by the aid of public money. He did not wish to throw cold water on any private enterprise, but they should not ask Government to tax the people millions for that purpose.

Mr. Lewis, of Iroquois, desired present relief, and he believed the only object of the resolution before them was to get the country further into debt. He didn't like it.

Mr. H. O. Wheeler, of DuPage—I trusted that this Convention would consider well before committing itself to the support of any new schemes, or permitting itself to be captured and strung upon the tail of any wire-pulling demagogue's kite. If the farmers had undertaken in truth and sincerity to cleanse the Augean stables into which land-grants and subsidies had converted our legislative halls, they had work enough on hand to last for some time to come, without going into the land-grabbing and subsidy business themselves, or allowing themselves to be decoyed into it by any body else. He moved to postpone indefinitely the further consideration of the resolution.

Mr. A. H. Dolton, of Cook, as one of the Committee reporting the resolution, explained the objects of the Committee. They thought that water was the cheapest mode of transportation available, and they simply asked Congress to enable the producers to avail themselves of it. The resolution asked for just what every farmer asks and wants.

Mr. Connelly, of the Workingmen's Association, New York, maintained that this resolution did not ask for class-legislation. If this resolution was not what was wanted, then all their proceedings must be a delusion. The people should not only request, but demand, that these water routes should be opened, and if there was any other agency than Congress by which this could be done he did not know it. The interests of farmers in the West and laboring men in the East alike demanded the opening up, not only this route by the Mississippi, but by all other water routes.

Mr. Lloyd then submitted his verbal alteration of the form of the resolution.

Mr. Beaman, of Iowa, Chairman of the Committee, then spoke in defense of the resolution in its original form. He insisted that private enterprises had swallowed up $2,000,000,000 of public moneys, and yet they objected to a few millions for the good of the people. He scouted the idea of the resolution calling for class-legislation.

Mr. Green, of McDonough County, hoped the original resolution would pass, as experience had shown water transportation to be cheapest.

Mr. Roessler, Shelby County, lived 175 miles south of Chicago, and wanted to know if the resolution would benefit his people. He was not sure whether it meant communication by the Mississippi, which would benefit his constituents, or communication by the lakes, the benefits of which were not so apparent.

Mr. Floyd, answered finally that his amendment contemplated several water routes.

Moved to lay Mr. Floyd's substitute on the table.

Point of order raised that tabling the substitute carries the original resolution with it.

The Chair thought it did not, and the substitute was tabled by an overwhelming vote.

Mr. Flagg offered the following as a substitute.

Resolved, That we request Congress to take such means as shall give cheaper water transportation between the West and the seaboard without the expenditures of large appropriations of money.

Mr. Lawrence asked how much cheaper transportation would be after all these canals were built than before?

A motion was made to adjourn.

COMMUNICATIONS.

The President read a communication, as follows: From President Culver of the Board of Trade, offering the Convention the freedom of the Exchange and Reading-rooms of the Association.

Winborn Lawton, from Charleston, S. C., sent an eloquent address, commencing by referring to the want of just and cheap transportation, and the evils of railway monopoly, quoting the London *Quarterly* of April last very extensively on the latter subject, showing the action taken by the British Parliament in the premises. The writer goes on to deprecate any interference of a "governmental nature." He gives the following table of comparative rates and fares in Europe:

Average rates charged to first-class passengers for a journey of 100 miles in the twelve countries of Europe enumerated:

In Belgium	£0 6s 6d	$ 1.56
In Italy	10s 6d	2.52
In Spain	11s 9d	2.82
In Prussia	13s 0d	3.12
In Denmark	13s 0d	3.12
In Austria	13s 0d	3.12
In France	13s 4d	3.20
In Norway	13s 4d	3.20
In Switzerland	13s 6d	3.24
In Holland	14s 0d	3.26
In Portugal	14s 2d	3.40
In Russia	14s 5d	3.46
In United Kingdom	18s 9d	4.50
Total	£8 9s 3d	$40.62

(specie) for 1,300 miles, being an average of 3 cents per mile, the result of which figures is to leave on the writer's mind the impression that even Europe, with its dense population and persistent efforts at reform, has failed to secure comparatively cheap transportation; and that the oppressive rates prevailing in the United States are far more equitable than those of the countries quoted, except, perhaps in the rates of passenger fares. These facts stated, he refers to the new narrow-gauge railroad systems, and looks upon them with much favor as one means of solving the railroad problem, and concludes as follows: "The great point for the American farmer to achieve is independence, by marketing his produce. To secure this competition in markets and in transportation is essential to success. That the South needs, and could consume many more bushels of grain and pounds of meat, by direct and economical routes, is too patent a fact for me to tell you, and she only waits for the Northwest to take the initiatory steps toward building direct roads to contribute her proportion of land and money. The organization of an American Farmer's International Transportation Company, with a capital of 1,000,000 shares of $25 each, payable in installments, will do more to solve the transportation problem and unite our people than years of Committee and Commission work. Members of the Convention, I appeal to your patriotism, to your good sense to move at once in this matter, and not defer it any longer. The eyes of Europe are upon you; you have been accused of agrarianism, and vilified as mischief-makers! It is for you to prove by your work that you mean business."

ADJOURNED.

At 12:20 the Convention adjourned until 1:30 p. m.

AFTERNOON SESSION.

DISCUSSION ON THE RESOLUTIONS CONTINUED.

Mr. Perry, of Marshall, when the Convention reassembled, moved to lay Mr. Flagg's substitute on the table, and the motion prevailed.

Mr. Faris, of Union, moved to insert "and along," after the word "from," and before "Mississippi," in the resolution. It was tabled.

Mr. Keeple, of Boone, moved to table the resolution. Lost.

Mr. Flagg believed the resolution should be amended so that it would not seem to limit its operations to canals, from the Mississippi to the East.

Mr. Faris believed they should consider the interests of the great State of Missouri, and enable her citizens to get to Liverpool by way of the Gulf.

Mr. West, of Iowa, moved to strike out the statement that water transportation was the cheaper.

Several motions were made, including one to improve the channels of Salt River.

They were all kicked out.

Mr. Boone, of Jo Daviess, offered a substitute demanding the construction of railroads, and the improvement of water communication from the interior to the seaboard. He was tired of paying taxes, and getting nothing for them. He wanted the money laid out for the benefit of the people. He looked forward to the time when all their affairs, including transportation and finances, would be managed by co-operation.

Mr. Dolton, of Cook, believed in opening all the avenues of transportation by water as well as by land. They should not be quibbling and exhibiting jealousy of each other. There might be men in the Convention in favor of railroads who were opposed to anything that would compete with them. Let them have all the new routes they could get.

Mr. Harris, of Iroquois, believed the money would go into the hands of monopolies. He would never give his consent to have Congress appropriate another dollar of his money without his consent. Congress was too ready to appropriate money. They wanted a new Congress of honest men. That's where they should begin.

Mr. Morton, of Nebraska, was opposed to asking Congress to do anything more for them, but was in favor of asking Congress to do no more for monopolies. [Applause.] Why did they not ask Congress to establish and run flour-mills for the benefit of farmers? [Applause.]

The Chairman hauled the Convention over the coals, and observed that there should be no frivolous remarks or motions. They represented the Northwest, and should feel the responsibility and dignity of the trust reposed in them. [Cries of "question."]

Mr. West, of Iowa, conceived there was a wide difference between regulating railroads and running grist-mills. He did not believe Congress was all rotten, for they elected the Congressmen. The men who charged rottenness were generally rotten themselves.

It was moved to refer the resolution to the Committee. Lost.

Mr. Dore, of Bureau, was opposed to saying to Congress that the country should go into the digging of canals.

The Chairman, taking the floor, said he would regret very much if they went home and had it said that they refused to adopt a simple resolution like that. The railroads would chuckle and crow, and the people would believe that the railroads controlled the Convention. What would the Northwest do without lakes? Would they throw them away? Suppose they were frozen in the winter. Freeze them up in the summer, also, would they? Did they want to close them up? Did they suppose the Erie Canal was of no benefit? Without that canal and the railroads they would be burning corn all the year round. The improvement of canals would not stop the building of railroads. He wished to add his own conviction to the testimony of others that the resolution should be passed. ["Question, question."]

The previous question was ordered.

The substitute was adopted, as follows:

"We demand the construction of railroads and the improvement of water communications between the interior and seaboard, the same to be owned and operated by the General Government, for the purpose of affording cheap and ample transportation, and to protect the people from the exactions of monopolies."

Mr. Richards, of McHenry, wished it understood that they did not want too much interference from Government. Chicago built herself up in two years, and the Government had not been able to get the foundations of its Custom-House laid in that time.

THANKS.

Mr. Flagg offered a resolution thanking D. Worthington, A. H. Dolton, and W. W. Corbett for securing a place of meeting to the Chicago Pork Packers' Association, and to the Pacific and Briggs Hotels for contributing to the expense of the meeting.

Adopted.

HOME MANUFACTURES.

The third resolution, relating to home manufactures, was carried.

CONTINENTAL RAILROAD.

The fourth resolution, relating to the double-track continental freight railroad, from New York to Omaha, was then offered.

Mr. Coffeen offered a substitute, to the effect that it is imperatively necessary that the people obtain from the National Government assistance or credit for the purpose of building for themselves a double-track freight railroad near the line of Kansas and Nebraska, as near an air-line as possible, to the City of New York.

M. M. Hooton, of Centralia, would indorse any National scheme for transportation from the West, but he did not like adopting any resolution or substitute that would seem to indorse any particular scheme.

The substitute was again read, put, and by unanimous vote laid on the table.

The fourth resolution was then put, and lost by an unanimous vote.

DEBT.

The fifth resolution, urging the people to free themselves from the curse of debt, was carried unanimously.

SPECIAL LEGISLATION.

The sixth resolution, opposing special legislation, was adopted unanimously.

ORGANIZATION.

The seventh resolution, urging thorough organization, was carried unanimously.

ILLINOIS RAILROAD LAW.

Mr. Lawrence, of Warren County, read the following, which was adopted:

WHEREAS, The Legislature of Illinois, at its late session, passed a law defining and providing for the punishment of extortion by any railroad companies within this State, fixing the penalties at from $1,000 to $5,000 for the first conviction of any railroad company; from $5,000 to $10,000 for the second; from $10,000 to $20,000 for the third, and at $25,000 for every subsequent conviction, which sums, when collected, shall be paid into the Treasury of the county in which conviction shall be had, for the use of said county; and whereas, upon due information furnished, it is made the duty of the Railroad Commissioners to cause suits to be commenced and prosecuted for said penalties, at the expense of the State; and whereas, the question as to extortion in any such prosecution is one of fact to be decided by a Judge; therefore,

Resolved, That the people of this State have a remedy for the extortions to which they are subjected by the railroads within their reach, and we recommend to the various Farmers' Associations herein to furnish such information to the Railroad Commissioners, without delay, as will warrant the prosecution of suits for the collection of penalties to the full extent to which the railroad companies may be liable.

Resolved, That we recommend to the farmers and citizens of other States to secure such action from their respective Legislatures as will furnish them similar protection against extortion from railroad companies within their several States.

A NATIONAL COMMITTEE.

Mr. Flagg offered the following, which was adopted:

Resolved, That the President and Secretaries of this Convention be authorized and instructed to appoint a National Committee of five, and State Committees of three, from each State, Territory, and Province of this country, whose duties shall be the pressing upon our Congress and their respective Legislatures the importance and necessity of speedy and efficient legislation controlling railroads, and other transportation companies.

ADJOURNMENT.

It was moved to adjourn sine die when they did adjourn.

Mr. Boone, of Jo Daviess, said they could not afford to adjourn sine die. The producing classes sustain the same relation in modern society as serfs did in the days of history. This was to be considered as an Agricultural Congress.

Several members called the question, and Mr. Boone proposed an adjournment for one year, to the same time and place.

Mr. Flagg proposed an adjournment, subject to the call of the President of the State Farmers' Association, which, he explained, would not prevent their meeting this evening if they desired. And the resolution was adopted.

CO-OPERATION.

The Rev. William R. Alger, of Boston, spoke on the subject of co-operative buying and selling. The great necessities of mankind were—first, air; second, food; third, warmth, shelter, clothing, and fire; fourth, light; fifth, society. Those are the primal necessities in their order. When the five are fulfilled the common desire of mankind is to enlarge our intellectual powers, so as to expand the powers of the race. Looking back, we find the race shuddering in dark caves, preying on each other; the race had gone on step by step until now, when innumerable signals of light appeared; one was the formation of the International Working Men's Association, and the second that of the Granges. It was said that an earthquake took the nerve out of the strongest man. Now, we see for the first time in the history of the world in the linking of hands of the farmer and mechanic, the upheaving of the elements of industry. They did not want antagonism but sympathy and intercommunication. The greater these the swifter the happy result. The laboring classes have been different from the governing classes by limited knowledge. Thus far the rulers have had the advantage over the laboring classes, and until the present age they have monopolized the riches, the pursuits, and the thoughts of the world. A new age of instant communication is drawing upon us. At one time a King—take Rothschild—had his relays of horses, and news was conveyed directly to his ear exclusively. Now the newspaper carried to the door of every poor man a thousand times more information than any Sultan or King ever could command. If the Government continues to be run by any particular class of men, it will be the fault of the voters. Allow no man to be elected to office who will not study the questions of interest to the American people, or who will not do his duty. The moment you inaugurate a movement superseding party politics with social science, the present troubles will cease. A time would arrive when harmony would be produced by the aid of science.

A vote of thanks was returned to Mr. Alger for his eloquent address.

Mr. W. H. Greene, of McDonough, urged further State organization, by which he felt sure a good work could be accomplished. Adjourned until 7 p. m.

EVENING SESSION.

THE CONVENTION REASSEMBLED AT 7:30 P. M.

A communication was read from the National Board of Trade, inviting the Convention to attend their sessions.

The invitation was accepted, and thanks were returned.

THE HURON AND ERIE SHIP-CANAL.

Mr. F. C. Capreal, of Canada, the representative of a company organized with a view to shortening communication with Europe by the construction of a ship-canal connecting Lakes Huron and Ontario, stated that the construction of this canal would lessen the length of route by some 800 miles, and increase the value of grain 10 cents a bushel. He was convinced that water was as superior to rail as gold is to silver, and would be willing to convince a committee appointed by the meeting of the fact. He showed that almost all the benefits arising from such a canal would be with the Western agriculturists; the only profit accruing to the Canadians would be the toll charged passing vessels. With this canal constructed, and the locks of the St. Lawrence Canal enlarged, seagoing vessels of 1,200 tons burthen could load in Chicago for a straight trip to the sea. We stated that a subsidy of 10,000,000 acres of land could be obtained, if only the Western agriculturists would be willing to aid the movement by issuing debentures. The speaker referred to a previous occasion when he had in Chicago advocated the building of the canal. At that time its construction was advocated in eloquent terms by the then Lieutenant-Governor of Illinois, William Bross, and several other citizens. He was confident that, if the Great West only helped him, he would in a few years be able to welcome the crowned heads of Europe to the opening of the Georgian Bay Canal.

CROP STATISTICS.

A delegate said he would like to bring before the meeting the question of the practicability of getting the crop statistics of the State.

The Secretary said that he believed it could be done by school sections, and would be successfully accomplished in the future.

CO-OPERATIVE TRANSPORTATION.

Mr. Gilbert, of the Chicago *Evening Journal*, made an address on the subject of the co-operative transportation of cereals from the West to the East. He complained of the way in which the railroads were conducting business, and suggested that the railroads and rolling stock be owned jointly by the railroaders and the farmers, the latter providing the rolling stock and receiving therefor 30 per cent of the profits of the road.

THE H. & O. SHIP CANAL AGAIN.

Mr. Frank Turner, Associate of the Institution of Civil-Engineers of England, Engineer of the Huron & Ontario Ship Canal, stated that the canal, which would only be 60 miles in length, and, notwithstanding many assertions to the contrary, could be easily built, as had been stated by eminent engineers and contractors in London. The estimated cost of the canal, without allowing for interest, was about $35,000,000. The Canadian Government were ready to grant 10,000,000 acres of land to aid the enterprise, if only the United States would do the same thing. He referred to the proposed Ottawa and Red River route, but said the engineering difficulties of that route were very great.

On motion, it was resolved that Mr. Capreol be requested to place his plans for cheap transportation in connection with the Huron & Ontario Ship Canal in such form that they may be incorporated in the printed proceedings of this Convention.

SETTLING THE PRICE OF PORK.

The following resolution was then moved and seconded:

Resolved, That this Convention recommend to the farmers of the Northwest that, in order to carry out in a practical manner the spirit and the letter of co-operation, that they will hold from the market their live products until the price shall reach such a figure that the producer shall receive the legitimate fruits of his color, and we consider that $5 per 100 pounds, gross, is a just and fair price both to producers and consumers.

A lively, but very one-sided debate followed on the merits of the resolution, which was finally adopted.

RAILWAY LEGISLATION.

The following report was submitted and adopted:

The Committee appointed to report to the Convention the effect upon producers and shippers of the legislation of railways in Illinois, and whether they advise similar legislation in all the States, have had the subject under consideration, and would report that its effect has not as yet been such as its friends contemplated; that the cost of transportation has not been reduced to the extent that was expected when the law was first passed; but, when the railroads of the State are compelled to a strict observance of the same, it is believed that favorable results will follow. Your Committee respectfully represent, on the advisory portion of the resolution, that they are not prepared to advise other States, but believe that the people of the other States of the Union would be benefited by the passage of a law similar to the law of Illinois, or a better one, if they can.

M. B. LLOYD,
M. M. HOOTON,
L. F. ROSS,
Committee.

The meeting then adjourned sine die.

THE CITY IN BRIEF.

The regular semi-annual meeting of the State Microscopical Society of Illinois will be held in the library of the Academy of Sciences, No. 263 Wabash avenue, at 8 o'clock this evening.

John Bennett is an old vagrant who hangs about the West Side saloons. He was sent by Scully, yesterday, to the Bridewell for seven months, to keep him from starvation and being frozen to death.

John O'Neil stole some railroad iron belonging to the City Railroad. He was caught, and the iron found at his house. Yesterday morning he was examined before Banyon, who held him to the Criminal Court in $400 bail.

Sholes Campbell is the villain who assaulted Carrie Mead, and injured her very severely, some time since. His brutality was shown in his examination before Banyon yesterday. He was held to the Criminal Court in $1,000 bail.

On Monday night, Lena Rice beat a man named T. J. Davis out of $200 at the panel-game. Yesterday morning Lena again accosted Davis, and asked him to go with her to No. 319 Clark street. Davis walked with her until they met a police officer, when he placed her in his charge. Lena will appear before Banyon this morning.

Quite a row occurred in the office of lawyer Burns, in the rear of Justice Haines' Court, yesterday. James Bahan and John Letz met there to settle a little matter, when they became angry at one another, and Letz pummeled Bahan with his fists until the floor of the office was covered with blood. Constable Best arrested Letz, and he was fined $30 and costs by Justice Haines.

The Board of Police held an unimportant meeting yesterday. They talked over the sudden death of two horses, made Edward Byrne, pipeman of No. 17, a "regular" on the force, and accepted a Babcock hose-cart for $800, some slight changes only being required.

On Wednesday evening a gravel-train on the Wisconsin Division of the Chicago & Northwestern Railroad ran off the track near Jefferson, badly wrecking the engine and smashing up seven or eight cars. Owing to the obstruction travel was interrupted for about four hours, much to the disgust of those who waited on the cars until the wreck was cleared away and the track relaid. The accident was the result of an open switch.

At 11 o'clock Wednesday night an attempt was made to set fire to the grocery store at No. 691 Blue Island avenue. This is the second attempt of the same kind that has been made within the past month. The fire was discovered by Officer Fyfe, who put out the flames before the arrival of the engines.

Thomas McCarthy and James Walsh, well known to the police, broke into the saloon of John Wilson, on West Lake street, and were stealing cigars and liquors, when Mr. Wilson surprised them. He called upon Officer Condon, who luckily was near at hand, and the two thieves were caught, and yesterday morning examined by Justice Scully, who held them in $1,000 bail each.

Last Sunday morning Joseph Kelly, Charles Herzog, Thomas Dunn, and John Sheridan planned and executed a burglary on the house of John Sullivan, No. 50 Harmon court. They obtained $575 in money, and silver plate to the value of about $300. Yesterday they were examined before Banyon, who held Herzog as the leader in $1,000 bail, and the rest in $500 each.

St. Bridget's Fair and Festival is a great success, the halls being densely thronged every evening. The numerous fancy tables reflect the highest credit on the ladies presiding, for they show great taste and refinement. The refreshment tables are excellently managed in every particular. Prizes are to be offered, to be voted to the persons receiving the most votes, and candidates for popularity will soon be put in the field. A good band is in attendance. It is proposed to keep the fair open until Nov. 1.

The ladies of St. John's Episcopal Church continue to provide the best lunch in the city, at No. 172 Madison street. An agreeable addition to the other attractions is a fine string band, whose dance-music makes one wish he could "trip the light fantastic toe" with some of the charming young ladies who are such attentive waiters. The tables are all beautifully decorated, Mrs. Prescott's being specially attractive, and the quality of the lunches is only equaled by the beauty of the young ladies.

The Philosophical Society of Chicago will hold a regular meeting at 8 o'clock to-morrow evening, in the lecture-room in the Methodist Church Block, corner Washington and Clark streets. Mr. A. B. Keith will read an original paper upon "The Laws of Commerce as Illustrated in the Human Frame, and Their Application to Free Trade," and criticism by members of the Society will follow the reading. An invitation has been extended to the members of the National Board of Trade to attend the meeting of the Society.

The Dearborn street extension suit, before Judge Jameson, is still wearing away the time. The condemnation of each lot, barn, wood-shed, and shanty takes more time than it is worth, and the owners persistently demand two or three prices. Mr. Tuley considers that, at the present rate, it will take about four months to finish, and he proposes to ask the Council to repeal the act of condemnation, since the assessment of benefits will take even longer, each contestant being entitled to a jury trial.

The arguments before Judge Farwell in the case of the Republic Life Insurance Company against the State Board of Equalization, were concluded yesterday by Judge Lawrence on behalf of the complainants. His argument took about two hours in delivery, and was a masterpiece of logical deduction and sound law. It was listened to by a full court-room, many of the most prominent lawyers in the State being present. The pressure on our columns, owing to the political news, the proceedings of the National Board of Trade, and the Grangers, prevents us from giving the substance of Judge Lawrence's argument to-day.

There is a young clerk in the Criminal Court of Cook County, George O'Hara by name, who is paid for his services with Cook County money, gathered from Cook County tax-payers. As an equivalent for the Cook County money one would naturally expect that his energies would be devoted to Cook County work, so that when yesterday he was seen on Clark street handing passers by an electioneering hand-bill, evidently the handiwork of Count Von O'Hara, the Cook County tax-payer's mind was moved with many misgivings. An examination of the state of affairs in the Criminal Court Clerk's office, however, showed that every hireling of the place had been converted into a howling Hesing-O'Hara electioneerer. What on earth would become of City Treasury interest in the hands of a man who makes such a palpable misapplication of Cook County funds?

The man who shot Daniel Munn, at the corner of Randolph and Market streets, on Monday night, was arrested by Officer Edwards yesterday morning [illegible] the corner of Randolph and Canal streets. [illegible] the officer approached the man to make [illegible] arrest, the latter attempted to escape. The officer, however, was [illegible] fired two shots at him, and [illegible] and spry, and soon had his prisoner in his grasp. He was taken to the Armory Police Station, where he gave the name of John Boyle. He was identified by Munn's companions, who are held as witnesses. Doyle was handcuffed and taken to the County Hospital, where he was identified by Munn as the man who shot him. Boyle is a hand on the canal boat Abe Allen, and is a vicious-looking fellow. He neither denies nor confesses his guilt. He was taken before Banyon and committed without bail, to await the result of Munn's injuries. The latter is in a critical condition.

One of the boldest and quickest robberies that has taken place for some time happened last evening about 7 o'clock at the boarding-house on the northwest corner of Michigan avenue and Harmon court. The house is an old-fashioned one, having several sleeping rooms on the ground floor. One of these rooms is occupied by a Miss Jennie Cameron. Last evening she was sitting in her room when some one up-stairs called to her. She went up, and did not stay more than ten minutes. Yet, when she came down, she found her door locked. It was broken open, and the lower sash of the window was found taken out, through which some person had entered and stolen a valuable gold watch and chain and some other articles of jewelry, exactly what could not be ascertained. The thing was done so quickly that it denotes an old hand at the business. The watch contained Miss Cameron's full name in it.

John Sulkowsky, a Polander, reported at the Union Street Station, yesterday, that he had been the victim of a highway robbery, and an attempt to murder, about two miles south of the city, on Wednesday evening, about 8 o'clock. He stated that he was returning from the country, where he had been at work during the summer, and had a satchel in his hand which contained his clothing, and about $50 in money. Near Oakwood Cemetery he met two rough-looking fellows, and had passed by them, when one of them turned about and struck him on the back of the head with a sand-bag. The blow knocked Sulkowsky down, but he at once sprang upon his feet, and went for the villains in earnest. Finding they were to be overpowered, one of them drew a revolver and fired, the ball taking effect in Sulkowsky's left breast and passing through his body, as an examination by the County Physician showed yesterday. Sulkowsky was rendered insensible by the wound, and then his assailants robbed him of his money, and his clothing, and escaped with them. The wounded man recovered his consciousness after a time, and crawled to a house near by, where he stayed until yesterday morning. His wound is severe, but not dangerous. He was sent to the County Hospital. He could give no description of the rowdies.

Yesterday a reporter of THE TRIBUNE called at the Post-Office and gathered the following facts in regard to the new sub-stations of the Post-Office to be located in the city. About a month ago, a special agent of the Postal Department came here from Washington, at Gen. McArthur's request, to report on the feasibility of increasing the postal facilities of Chicago. He made his report, and the result is the addition of five sub-stations, in addition to the present one on the West Side, and an increase of the number of letter-carriers. Yesterday the Postmaster was besieged with applications for the positions about to be made. He desires to say that these positions are already filled, and that further application will be entirely useless. The new sub-stations are to be located as follows: The South Station, on State street, near Thirty-second; the Southwest Station, on the corner of Blue Island avenue and Sixteenth street; the Northwest Station, on the corner of Blue Island avenue and Division street; the West Station as at present, and the North Station on the corner of Clark street and Chicago avenue. Another station will be located at the Stock Yards. None of these sub-stations will be in operation till December 1st. The present number of letter carriers is 131, and but thirteen more are to be added. These thirteen will be the men who have been acting as extras, i. e., in the place of regulars when, from sickness, or other cause, the latter are unable to act. These new arrangements will be hailed with delight by everyone, and great credit is due Gen. McArthur for the successful bringing about of the new arrangement, which will be so convenient to parties living at a distance from the Post-Office.

PERSONAL.

Col. James Ryan, U. S. A., is at the Gardner.

Charles D. Ballard, of New York, is at the Gardner.

Dr. E. S. Fowler, of Springfield, is at the Sherman.

Dr. E. R. Van Duzen, of Kalamazoo, is at the Gardner.

Dr. P. V. Schenk, of St. Louis, is at the Grand Pacific.

Sir Charles Hartley, of England, is at the Grand Pacific.

The Hon. A. B. Bonney, of Cleveland, is at the Sherman.

The Hon. P. T. Babbit, of New York, is at the Grand Pacific.

The Rev. Francis Mansfield, of Brooklyn, is at the Gardner.

J. D. Mackin, Paymaster of the Pennsylvania Railroad, is at the Grand Pacific.

O. H. Hudson, Superintendent of the Dubuque & Minnesota Railroad, is at the Sherman.

Mr. Julius Jonas has been nominated for Alderman of the Twentieth Ward on no platform.

E. A. Parker, General Passenger Agent of the Hannibal & St. Joe Railroad, is at the Sherman.

E. N. Herbert, New York; J. M. Mathers, New York; Fred O'Donnell, Dubuque; and A. J. Barnard, Buffalo, are guests at the Gardner.

Twenty Mormon missionaries from Brigham's dominion, are guests at the Atlantic. They are on their way to England, where they expect to procure a large number of converts.

W. F. Tichooly, Santa Cruz; the Hon. C. Crocker, California; Henry Gudnice, London England; and the Hon. J. W. Schofield, of Pennsylvania, are registered at the Grand Pacific.

George W. Mason, Eau Claire; James Wright, Belfast, Ireland; T. Elford, Jr., and H. Clark, England; W. F. Jones, Salt Lake City; and F. K. Lawrence, Boston, are at the Sherman.

The Acting-Mayor of Memphis writes to acknowledge the receipt of fifty cents from an unknown donor in Chicago, signing the letter "A Poor Woman." This is undoubtedly one of the rare cases where some truly charitable woman, out of her poverty, hath given perhaps all that she had.

In yesterday's TRIBUNE was announced the death of Mr. William Bertrand Clarke, oldest son of J. V. Clarke, Esq., President of the Hibernian Bank. The young man, though only 20 years of age, was bookkeeper of the Bank, and gave promise of a life of ability and usefulness. He was universally beloved by all his acquaintances for his many excellent qualities of head and heart. The afflicted parents have the sympathy of all. The funeral takes place from the family residence, at Evanston, this morning, at 11 o'clock.

Mr. W. S. McKey writes to state that the charge that Police Officer John Waters, who arrested him last Saturday night, had maltreated him, was not the fact, but that, on the contrary, that officer had treated him with the utmost consideration and kindness. He further states that he believes that he owes his life to Officer Waters' care, and that it was no fault of the officer that the latter did not at first comprehend Mr. McKey's condition, supposing him to be drunk.

Mrs. Dr. A. Gould, who went to Memphis from this city, has received most flattering commendations from the Howard Association and the press of Memphis. Having had several years' experience with yellow fever in New Orleans, she seems to understand its nature and necessities thoroughly, and has not lost a single patient out of over forty cases under her charge. She goes about in her buggy carrying nurses and medicines, and is, in every respect, the peer of any physician in the city.

George Waterhouse, formerly of Captain P. H. White's Mercantile Battery, who passed through the siege of Vicksburg, the battle of Sabine Cross-Roads, and various other actions, died Wednesday evening at No. 235 Thirty-first street, aged 31 years and 7 months. The deceased was the nephew of George A. Springer. After the close of the war, he served four years in the Post-Office, from which post he resigned to engage in the real estate business with his uncle. He had been to Chatsworth visiting, and on his return was attacked with heart-disease while in the carriage going from the depot to the house. Mr. Waterhouse leaves a large circle of warm friends, by whom his loss will be deeply felt. Notice of the funeral will be found in the death notices.

THE EXPOSITION YESTERDAY.

The attendance at the Exposition yesterday was very uniform throughout the day. Not less than 20,000 people examined the various novelties that are to be seen. A new magnet for the children was introduced yesterday. Near the Jackson street entrance are a collection of stuffed animals sent by the Natural History Society of Union College, of Athens, Ohio. Among them is a remarkably good specimen of a full-grown ourang-outang, the monster that Paul Du Chaillu describes so graphically. Crowds of children, small and full-grown, were congregated about this imitation menagerie. The stoves that have been put into the building rendered it very comfortable yesterday, and demonstrated the fact that, were care taken in closing the apertures, even as large a building as this can be warmed very easily. The Fourteenth Street Hypotheatron, in New York, was thoroughly warmed by steam, and was not as warm a building as the Exposition building can readily be made.

PERFECTION ITSELF

seems to have been reached in the Davis sewing machine, whose specimens at the Exposition warrant a more extended notice than we can possibly give to-day. We understand it to be the only vertical-feed machine in existence, and certainly possesses advantages over any of its competitors. One noticeable feature in all its specimens is, that it not only does the fancy ornamental work as well, if not better, than any machine on exhibition, but that, with only a change of needle and thread, if its specimens are to be relied upon, and we think they are, it sews, and well, too, through a half-inch of solid lead and block tin, and with the same tension. Among the many good points of this comparatively new candidate for favor, are the facts that it is impossible for work to full up; that no basting is required; that it sews over folds and plaits without touching at all. No manufacturer can afford to miss seeing it in operation, for it would seem that perfection has been reached in this direction.

Only Two More.

The Legislature of Kentucky authorizes five gift concerts to be given in Louisville to establish the Public Library. Three have already been given [illegible] fourth is announced for Dec. 3, at [illegible] ticket-holders sum of $1,500,000 will be [illegible] advertisement in [illegible] For full particulars [illegible] Saturday. THE TRI[illegible]

The Rathbone Stoves.

It has taken many years of experience to bring the Rathbone Stove to its present perfection. Persons who have no money to risk on experiments are safe in buying them.

The monument to Philip Embury, the founder of Methodism in this country, was unveiled Oct. [illegible] at Cambridge, N. Y., in the presence of a large concourse of people. Bishops James and Simpson and others made addresses.

COMMERCE.

Third Day's Session of the National Board of Trade.

Yesterday's Proceedings of a Highly Important Nature.

Report of the Committee on Transportation.

The Subject Ably Discussed from All Its Bearings.

Interesting Remarks by Gentlemen of the Canada Delegation.

The Finance Committee's Report Submitted and Discussed.

Visit to the Board of Trade and Drive About Town.

MORNING SESSION.

THE NATIONAL BOARD OF TRADE

reassembled yesterday morning pursuant to adjournment, President Fraley in the Chair.

Prayer by the Rev. Dr. Powers.

WHY BUFFALO WAS NOT FULLY REPRESENTED.

Mr. Dorr, of Buffalo, explained that the small attendance of delegates from there was not owing to a lack of interest, but the inability of the delegates to attend. He read a telegram from the Buffalo Board of Trade, expressing its sympathy with the meeting.

THE RICHMOND DELEGATION.

The Committee on Credentials, through Mr. How, reported, recommending the admission of the Richmond delegates to seats on the floor, without the privilege of debating or voting.

Mr. Burwell said he vouched personally for the character of those delegates, and that any imputation that they were in any way unworthy was utterly unfounded. He desired them admitted to the privileges of debate. They came to represent a canal from the Chesapeake to the Ohio, and it was their due to be allowed to speak. It was a proposition with which he was not fully in accord, since he represented the improvement of the Mississippi, to which theirs was but as a worm-hole in a barrel. Still, it was one which the Board had once sanctioned, and therefore they should now be allowed the privilege of discussion. He moved to so amend the resolution as to give it them. The State of Virginia had won the Illinois Territory for the Union.

The Chair thought this was wandering a little.

Mr. Hougton seconded the amendment. He could not agree with Mr. Burwell's reasons. He regretted to hear him say these gentlemen or he himself were representing any special measure. For himself, he was as ready to consider the question of opening the James or the Mississippi as he was any other subject.

Mr. Burwell explained that he would advocate any outlet from the West to the East, but he came with special knowledge on a certain question, not specially and solely representing any one interest.

Mr. Marsh, of Kansas City, said the Committee had carefully considered the matter. While in their hearts and feelings they had as kindly regard for the Richmond gentlemen as any one else, their duties were prescribed by the Constitution. The credentials were in form, but the gentlemen could not sit, since they had not been delegates of one year's standing. To open the door now would be to establish a most improper precedent. If the Richmond gentlemen were let in, then those from Quincy should be admitted, and then those from any organization anywhere. He felt the kindest regards for the Richmond people, but he did not feel inclined to give them the right to discuss,—almost equivalent to that of voting.

Mr. How also explained to the same effect. These delegates were not even members of the Board they represented.

The amendment was agreed to.

The resolution as amended was adopted.

COURTESY TO QUINCY.

Mr. How, from the same Committee, reported, recommending that Mr. Joseph Arnot, of Quincy, be admitted to a seat without power to talk or vote.

Mr. Nazro, of Boston, moved to amend by allowing the gentleman the privilege of debate, but withdrew when he learned that the Quincy Board was not in good standing.

Mr. How's motion was then adopted.

Mr. Bromberg, of Mobile, moved to refer to the Transportation Committee without debate the proposition relative to the Bureau of Internal Improvements.

The motion was agreed to.

THE AFTERNOON EXCURSION.

Mr. How announced that the carriages for the excursion would be at the Pacific Hotel at 1 o'clock.

REPORT OF THE COMMITTEE ON TRANSPORTATION.

The special order, being the report of the Committee on Transportation, was taken up.

The resolutions were read, as follows:

Resolved, That increase of facilities and cheapening of rates of transportation between the interior and seaboard are no longer to be considered measures of local advantage, but have become national necessities.

Resolved, That any railway, for transportation of freight exclusively, through the several States between the interior and the seaboard, should be chartered by the General Government whenever private capital may undertake its construction; but that such road should be subject to the same laws, as to taxation or State control, as other roads within the same State.

Resolved, That it is the duty of Congress to affirm by law its power and determination to prevent unjust restrictions, which may be imposed by or within any State, upon commerce between other States passing over its territory; but that the protection of the people of each State against unjust exactions on the part of railroads within its limits, or failure to perform their full duty as common carriers, may most effectively be secured by the people of such State through Legislatures and courts.

Resolved, That the only complete and permanent restraint upon unreasonable exactions for transportation must be sought in the development and improvement of the natural water routes, to the end that these free highways for our commerce may move freight during as much of the year as possible, at the lowest possible rates, and thus compel the railroads to carry at equally low rates or lose the traffic. We therefore rejoice at the commencement of important improvements in the Welland and St. Lawrence Canals by the Dominion of Canada; in the efforts by the State and citizens of New York to improve methods of transportation by the canals of that State; in the close attention given to other projects of interior water communication; and trust that the improvement of the Ohio and Mississippi Rivers may be pushed without delay to completion.

Resolved, That the yearly appropriations of the Government for the purpose of internal improvements are, in great part, applied unwisely and wastefully, and we therefore recommend the creation of a National Board of Commissioners for internal improvements, to be composed in part of distinguished engineers and in part of practical business-men, whose duty it shall be to examine all plans for the improvement of water highways of national character, and harbors thereto pertaining; and to decide upon what routes and plans the aggregate sum appropriated for such improvements may be expended with the largest and most speedy benefits to the whole country; and that no appropriations shall be made by Congress except upon the recommendations of such Commissioners.

COL. GROSVENOR

asked the courtesy of the Convention to make in detail that explanation of the difficulties which the resolutions were to remove, and the evils to be remedied, ordinarily put in a written report. The topic concerned a surplus of agricultural products in the interior, needed on the seaboard. The eleven interior States, with 44,000,000 acres of farm-land, produced 1,000,000,000 bushels of cereals yearly. Their surplus was 300,000,000 yearly. Its movement to the consumers was the problem of the age. It could not be deferred. The necessities of the people of the Northwest must be considered. At other meetings earnest appeals for river transportation, etc., had been looked on as purely local claims, but now all business-men and manufacturers must see it was no local question, but one which directly affected half the people as producers, and the remainder first, as consumers. When agriculture was depressed, manufactures were depressed also, and investments of railroad capital became unproductive, and all interests felt the blow. Those eleven States were yet in their infancy. In the last ten years their population gained 30 per cent, and in forty years would be a hundred million. It was urged the rates from here to the East were cheap enough. But they were not, if distress and complaint had been caused by excessive rates. Nor was the corn grown in this city, so the question of transportation to this city was as important as from it. There had grown up a monopoly in transportation, certain persons fixing the rates. Last summer the charges were once 17 cents a bushel in the aggregate. In September the rates to New York were 39 cents. These constant changes by lake and water routes must be restrained in some way. Where was the remedy? If the business-men would not suggest the remedy, something would be sought and enforced by those not practical men. There was the danger. Public opinion in the Northwest was such that if business-men did not present a remedy others would, and vast injury might be done to the country.

The first remedy was the building new railroads. The Committee had suggested, in response to resolutions of the Chicago Board, that Congress could charter a national railway, but it should not relieve the corporation from ordinary State laws. The principle was clear to those who did not want to extend Congressional powers, and to all who saw the dangers threatening the investment of capital in some of the States. The people would enforce subjection to the public will, at all events. As for the practical result of such a road, it was unreasonable to expect it would reduce rates as low as some thought. The lowest rate was on the Philadelphia & Reading Road, in transporting coal, where it was .78 per ton per mile. That road, always busy, had the advantage over any one moving grain. The lowest rate on the Pennsylvania Central had been .886. He did not believe rates as low as 24 cents from Chicago to New York could be maintained, but, even if it were 30 cents, it would be a great gain.

The next point was railway control. The Committee recognized the fact, public opinion demanded it. He believed governmental control of freight rates was impracticable for good, and that competition was the only security against injustice. The Committee recommended a recognition of an existing power and a limitation. The power of Congress to restrain State limitations on commerce had been recognized. If Ohio adopted a law designed to shut out from the East the farmers of Illinois, some superior power must set it aside. Hence they recognize the right of the General Government to interfere in such cases. But in the last result the power to control any State corporation rested with the State Government. The Committee went no further. Any law establishing rates met with intrinsic difficulties. The free highway plan was suggested that the Company should be compelled to move any car, owned by any individual. So the Company always have on hand an excess of motive power, which entailed increased expense. Any attempt to provide rules for freight charges met with the difficulty that long and short distances and a hundred other things affected rates. What man was competent to apply a law to meet such varying conditions? If Congress undertook it, it would have time for no other business. In Illinois the effort had not met with great success. The only sure remedy was in improvement of the water-routes. One of them, the Erie Canal, created the Northwestern States. When its rates were held too high, the opening of the Erie and other railways pushed them down, and made Chicago possible. That competition had given them the power to use these millions of acres of farm land. In the continuance of that competition lay the hope of the Northwest. The lake and canal route had been aided by New York and Canada. Average summer rates of 21 cents had been secured there. Now, was there not a remedy for the railway monopoly during the other six months? Grain could be taken from St. Paul to New York via New Orleans more cheaply than by rail. If New York merchants would put good vessels on that route in winter, grain could be moved from New Orleans at less than 10 cents a bushel. From St. Paul to New York would be but 28 cents. This route could be indefinitely improved. A short cut canal from New Orleans to the Gulf would reduce the canal one-fifth. The improvement of the channel was necessary, since their barge traffic was profitable only at high water. When the river was improved from St. Louis to New Orleans the conditions were altered decidedly for the better. The improvements on other rivers by the General Government had been unwisely conducted, and hence they recommended the Board referred to in the last resolution. Recommendations by such a body would insure the wisest appropriation of the public money.

He wanted to add all the routes developed. If there could be a paying route from the Ohio to the James, he favored that. Any one which cheapened transportation met with his aid. But the remedy needed must come from the business-men. They must take action to do something to stop the complaints of the Northwest. If the matter was left solely to the farmers, the interests of financiers, manufacturers, railroads, etc., would not be considered first, and might not be considered at all. He was glad to have an opportunity of expressing his views, especially in Chicago,—a city in which he took so much pride; but his Chicago friends must not forget that behind them, in Illinois and Iowa, lay millions of people whose complaints had caused such havoc in railway securities. They must take action, not in the interest of one city, but that of the whole country.

THE CANADIAN DELEGATION.

Mr. McLaren, of Milwaukee, announced that the Committee appointed to confer with the Canadian delegation was ready to report.

The rules were, on motion, suspended, and the report was received.

It was then made the special order for this morning at 10 o'clock.

MR. BAKER, OF ST. LOUIS,

said he was opposed to that portion of the Committee on Transportation which related to railroads. He was opposed to it because it grouped together certain lines, and proposed nothing definite in the way of improvement, and because it sanctioned in a measure the agrarian movement which was now agitating the country. He could not understand why the Government should not protect railway property as well as the property of the private individual. It was all very well to say, Depend on the Legislature, but there was none of them honest. Men did not run for the position of legislator for the honor it conferred, but for the money that was in it. Dishonest laws were being constantly re-enacted, and it seemed as if the people were entirely willing. The people of the State of Illinois refused to return to the Supreme Bench one of the most honorable and distinguished jurists in the country because the impression had gone abroad that he considered the Railway law passed by the Legislature unconstitutional. They received the pay for the roads in their own bonds. They had authorized securities which had been sold everywhere. But last year, after getting the money, the Legislature pretended that under the Constitution the action was illegal and took back the roads. That action, like that in Illinois, had shrunk the value of railroad securities to an immense amount. They were sent back from Europe steadily. The Grangers had also organized, and all these things had precipitated the present crisis. It was said the railroad companies were aggressive. The fact was, they were steadily charging less and less, and were constantly more of a benefit to the country. The people who complained most of the roads were the ones aided most by them, while those who built the roads had been ruined. No county subscribed to a road but what it got the money back. All had done so except the capitalists. He denied that railroad property yielded the best returns. A few roads did make large returns, and that induced people to invest in others. A few only made money, but, generally, railroad investments yielded less than any other investment. And yet it was asked that this national freight road should be subject to the fancies of the several States through which it passed. He would offer the following as a substitute for the second and third resolutions:

Resolved, That the great and rapidly augmenting commercial as well as agricultural, manufacturing, and mining interests of this country demand that the costs of transportation between the seaboard and the Great West be reduced, and that, in the opinion of this Board, the most effectual way to secure that result will be the construction of a double-track railway for the transportation of freights only, commencing at the cities of New York and Philadelphia, uniting into one line at some point near the latter city, and extending west to the City of St. Louis, with a branch to the City of Chicago from some suitable point on the line of the same.

The usual way, he said, of taxing railroads was to tax their title deeds. They claimed they were not taxed, but they, and were doubly so. He had rather be left to Congress than to all the States. They would be safer in the hands of a single body. If the through line was to be subject to only the partial control of Congress, there never would be any money put in it. The men in Europe who had already been swindled would not put any more money into railways here until they knew we were to be partially honest. If the separate States were to be allowed to meddle in the matter, not a moneyed man would touch it. How could any State fix a tariff for a railroad? No Superintendent of a road could do it for more than a month. There were some things which had to be carried for next to nothing, if they were carried at all. All that business would go if the Legislature interfered in the matter. He then offered the further resolutions:

Resolved, That this Board respectfully request of the Congress of the United States that they grant a charter for that purpose to any gentlemen who may give satisfactory assurance of their ability and willingness to secure sufficient funds to construct such a road; that in granting said charter Congress should reserve the power to prevent said Company from collecting any greater amount of rates and freights from the business of said road after the same be completed than shall be sufficient to keep said road with its rolling stock, machinery, and appurtenances in good repair, make all necessary improvements, and pay 10 per cent per annum in interest and dividends on the money actually invested in the construction of said road and its appurtenances and equipping the same; that no tax should be permitted to be assessed and collected under authority of the States through which said road may run, on the property and on the bonds and stock representing the capital thereof at the same time, thus collecting a double or treble tax; but such States should be permitted to collect a single tax on the bonds or stocks, at their option, at the rate that other property in said State may be taxed for the time being; that none of such States should be permitted to interfere in any manner with the tolls or other charges that may be established by said Company for the transaction of its business.

Resolved, That the Executive Council be instructed to prepare a bill in proper form embracing the foregoing points, and have the same presented to Congress at its next session, and urged upon the consideration of the members thereof.

Such a road as he proposed, made a freight road only, gave every Western road that touched it a status in New York as much as if their own roads touched there. This freight-road must own the motive power, but have no cars of its own. It must collect its pay by tolls, not transportation. Congress should say it should not pay more than 10 per cent on capital invested. That proposition was practical, could be carried out, and would cheapen freights.

CONSTRUCTION OF THE REPORT.

The Chair said there were six distinct points in the report, while speakers seemed to treat it as a whole. He would ask Col. Grosvenor if it was six resolutions or one.

It was agreed that there were six distinct resolutions, the first of which was under consideration.

Mr. Baker's resolutions were therefore ruled out.

MR. TAYLOR

thought the first resolution was a glittering generality. As for the second and third, he wanted to know why the Federal Government should charter the road? He did not want to see any such practice revived. The tendency was to run to centralization. He did not want to go to the General Government to obtain what any State could give. There were laws now under which persons could organize, and build this freight road. If the General Government chartered it, the result would be it would ask for a subsidy to help it out. There was much cry now about railway extortions. But railway transportation had decreased since the war while other things remained high and the farmers were complaining when the railroads made them. Their cry was one of the most senseless that had ever been raised. This pro rata business was all folly. The complaint was chiefly against the roads running out into the country, but competition would cure that. They must stop running to Washington for everything, from a coat to a charter. What was government? Simply a machine to levy taxes, and not necessary at all except for the bad passions of men.

The fifth resolution was impudent, since it asked Congress to abdicate its powers, and turn them over to a committee which should control Commerce. Congress would do nothing of the kind. It was well enough to have an investigating committee, but nothing else. He was opposed to any general system of improvements by the General Government. Let it improve the lakes and great rivers, but he was opposed to its going into the railroad business. They had better stick to their States, under which they had prospered of old. If Illinois and Missouri had acted foolishly, time would cure the blunder. It was an American habit to rush off to Congress for a remedy for everything. The fourth resolution was unobjectionable, and he believed in it. If a ship canal could be of any benefit to the West he would favor it. He would like to have the Upper Mississippi and the Ohio improved. But he could not go railroad charter granted by Congress. He would vote for the first and fourth, but against all the others.

MR. BUZBY,

of Philadelphia, said a gigantic change in the management of Government affairs was proposed, and it was to be committed to an immense system of improvements. Heretofore State improvements of that kind had been found unprofitable, and many of them had given up what they had. Every great line of railroad transportation, except the Pacific roads, were built by private enterprise. We were stronger now, and hence no reason to call upon Congress to interfere in the matter. For many years an effort has been making to force the Government into enterprises of this kind. It was tried at the Louisville meeting, where the grand total of improvements recommended was $500,000,000. It would be perilous for the Board to indorse a departure into such a system of boundless extravagance. The resolutions were contradictory and confused. Philadelphia favored a strictly conservative way, and did not want a subversion of the present policy. He wanted justice done to the railways and people. He saw no reason for bringing in the Government to undo the former and destroy their stock. To locate this freight line would be a most difficult task of itself. He read some suggestions made in Philadelphia about railway management recommending the passage of a law making an uniform classification of goods, and which proposed to throw open the roads to individuals, the roads only furnishing the motive power. Such simple measures would do good. Now it appeared as if foreign capitalists had been induced to invest money here and were now to be deprived of it.

AN INVITATION TO THE GRANGERS.

Mr. Dore offered a resolution inviting the members of the Northwestern Farmers' Convention to attend the meetings of the Board.

It was adopted.

The Transportation Committee was authorized to print all substitutes and amendments offered for their resolutions.

One of the Canadian delegates hoped the Dominion Board of Trade, which met last year, would be favored with a larger delegation from the United States.

AN INVITATION ON 'CHANGE.

The Secretary read an invitation from the Chicago Board of Trade to go to the Exchange rooms on a visit whenever it pleased them.

Mr. Holton moved the Board accept the invitation at once.

The motion was agreed to, and the Board adjourned till half-past 7.

EVENING SESSION.

THE CONVENTION REASSEMBLED

at half-past 7, pursuant to adjournment.

Cards of invitation to the Exposition were presented to the members.

REPORT OF THE FINANCE COMMITTEE.

The Committee on Finance and Banking presented the following:

The Committee on Finance respectfully submit and recommend the adoption of the following resolution relative to the resumption of specie payments and the currency:

Resolved, That the National Board of Trade recommend to Congress to provide by law for the restoration of the specie standard to the circulating currency of the United States, and for regulating the issue and use of such currency on the following basis:

First—For the redemption of the Treasury notes of the United States (commonly called greenbacks) at the Treasury in the City of New York, in gold coin, on the demand of holders thereof, on and after the first Monday in July, A. D. 1877.

Second—That the notes so redeemed may be reissued for making all payments by the United States, other than those for which the payment of specie is specially secured by existing laws, and the notes so redeemed may be exchanged for the gold or silver coin of the United States when requested by any one desirous of making such exchange.

Third—That the said Treasury notes of the United States shall continue to be a legal tender for the payment of all debts, public and private, as the same now are.

Fourth—That for the purpose of regulating the currency as furnished by said Treasury notes, and providing for its expansion or contraction at seasons when such changes in its volume are called for by the business of the country, the Secretary of the Treasury be authorized to issue in exchange for such Treasury notes registered certificates of debt in not less than $500, or any *multiple thereof*; which certificates shall bear interest at the rate of 3 65-100 per cent per annum. The certificates so issued shall not exceed $50,000,000 in the whole, and said certificates shall be redeemable at the will of the holders thereof in Treasury notes of the United States, of the denominations now in use; and upon such redemption the interest then accrued on such certificates shall be payable and paid, and the certificates so redeemed shall be canceled and destroyed; but new certificates may, from time to time, be issued in place of, and to the amount of, the certificates so redeemed, if the same shall be demanded by the holders of United States Treasury notes. And the certificates so issued shall not be used for or computed in the reserves now required by law to be held by the National Banks for the payment of their circulation and deposits.

FREDERICK FRALEY, Chairman.

Mr. Woolly, of Ohio, moved it be received and made the special order for Friday at 2. It was so ordered.

ANOTHER DELEGATE FROM MOBILE.

Mr. Bromberg sent to the desk the telegraphic credentials of Mr. Hamilton, of Mobile, now present here. He was admitted as a delegate.

THE TRANSPORTATION QUESTION.

The transportation question was then taken up.

Mr. Bonner, of St. Louis, was entitled to the floor, but yielded it to the Canadian delegation.

THE CANADIAN DELEGATION EXPRESSES ITS OPINION.

Mr. McLennan, of Montreal, said his delegation fully comprehended its position in the pending question, in which they were so closely identified with the West. He should speak only of those points which he fully understood. The people of the Dominion produced little and consumed little of the surplus of grain, and yet, owing to their peculiar position, had much to do with handling the American surplus. They had the Welland Canal, and also a large trade on the lakes. They had, oceanward, about a steamer daily. Their trade last year was 13,000,000 bushels, and their imports from the United States last year were the same figure. That trade which was growing with the West, was a very important item. England produced yearly less grain, and the surplus in the United States increased. The capacity of the Dominion to do this trade was well known. The difficulty now was that the vessels were too large for the canals. Formerly, when their tonnage was less, this trouble did not occur. Many suggestions had been made as to remedying that trouble. The Georgian Bay Ship Canal had been urged, and a leading Chicagoan had been one of its advocates. The Dominion preferred, however, to forego that, or any other route, for the present. There were some things in their condition which had to be looked at. The wealth of America lay in its mines, manufactures, agriculture, etc. While America had had unlimited scope in them, Canada had been at a disadvantage and had therefore turned more to the business of carrying. While they were carriers, they were so only incidentally, being in the first place merchants, buying the grain they sent to England. Their canal system had absorbed $30,000,000, paid solely by Canada itself. Now the enlargement was undertaken in the same way, in order to enable them to compete with other routes. When thus enlarged, they would be able to take the largest class of vessels to Kingston at least. These works would be finished within three years. Appropriations were made at each session of Parliament for that year. When this was done and the St. Lawrence improved from Quebec to Montreal, they would be in a fair position to compete for Western trade. At present, one-half of the Dominion freights came from the West. Why could it not be increased indefinitely? In ordinary years 10 per cent of the American surplus was exported, but in years when the crop was small the coasting laws excluded them from American trade. Hence, their merchants had to go into this business with caution, since they could not compete for New England trade. If they could they would double their facilities, and that was one way in which to help the Western producer. They could not do it now, since they could not import into the States produce which had come from it without paying certain duties. The tolls now through the canal were half a cent a bushel. He did not believe they could be increased when the canals were enlarged.

MR. WHITE, OF MONTREAL,

said he had listened with a great deal of interest to the discussions at this and previous sessions of the National Board. He was particularly interested in the discussion on the transportation question. It was a matter of no importance to the Dominion whether the State or Federal Governments controlled the railways of the country, but the Canadians recognized that the question of transportation was one of great importance to them. In Canada the Dominion Government had to do with all the railways, and could be appealed to in times of trouble. Understanding this fact, he felt cause for self-congratulation in view of the morning's discussion relative to Government interference in the management of the railroads of the country. They did not propose to deal with the questions concerning the United States, but to state what Canada had determined to do to improve transportation. There was a misapprehension as to what had been done, and a belief that the great Canada works were due to the aid of the Imperial Government. That was a mistake. Canada had improved her water resources with her own funds, and sought no aid from any one in what she was now doing. They had spent $30,000,000 in their ocean highways, yet it was determined to spend twenty more on them. Contracts had been let on the Welland and portions of the St. Lawrence canals, which would enlarge them so as to admit vessels carrying 40,000 or 50,000 bushels of grain, and giving the West the best possible outlet to the ocean. In 1858, Illinois Commissioners had reported that the St. Lawrence was their natural outlet, the means of relieving the West. Their policy was of course greatly due to other motives than helping the West. For years in Canada there had been differences of opinion about enlarging the canals, many thinking they were big enough and if the West wanted them enlarged, let it do it. But the new Government had a different policy. It saw that the intercolonial trade required these improvements, in order that vessels from the maritime provinces could bring coal from Halifax to Toronto, and return with flour. But, they felt they were also largely interested in the carrying trade of the West, of those inland States which were unable to get their crops to the market except at an excessive cost. The canals were Canadian canals, the St. Lawrence improvements were controlled by the Dominion, subject to Canadian legislation. Though the past policy of Canada had been liberal, yet it must be remembered that the people there looked to their own interest, and if they saw in these improved water-courses a means of enforcing legislation from the United States, no one could blame them. The canals were not free to Americans by treaty stipulations. The Washington treaty simply gave them the free navigation of the St. Lawrence, rapids and all. Still, he believed there never would be a time when Americans would be discriminated against. It had been tried in 1852, but it was defeated, since it was regarded as a suicidal and ungenerous policy. The business men felt that, but no one could tell what Canadian politicians could do, and no cry would be more popular there than to exclude from the canals those Americans who had denied them reciprocity, the coasting trade, &c. He hoped that it would never be the case, but he warned the people of the United States, and in spite of all their railways, the Erie Canal, and the Mississippi, they would need the St. Lawrence to secure fair pay for the farmers. They had also decided to improve the harbor of Montreal, and to improve the St. Lawrence between there and Quebec so that vessels drawing 24 feet of water could float there. Toronto was also improving its harbor. The largest possible facilities were to be given for the cheapest freights and quickest communications, and the people of the United States should hail these results with gratification. By the Treaty of Washington a few facilities had been given to Canada, but there were other vexatious restrictions which should be removed, and it should make no difference whether the grain was carried in American or Canadian bottoms. The Canadians had projected railways which, he believed, would help the West. One was the railway from Montreal, by Ottawa, to French River, on Georgian Bay. That might be better than the present system of elevating the grain on Erie and Ontario. The truth was, the interests of the two countries were identical in these commercial matters. They were practically one people there, and every channel of communication should be open to all of them. He hoped the time would soon come when jealousy and mutual rivalry would cease to prevail between them, and because he believed the intercourse of business men on both sides would speed that time he was glad that they were present at the meeting of the Board, which he hoped would next year be represented at the Convention of the Dominion Board.

MR. BONNER, OF ST. LOUIS,

then took the floor, which he yielded to the Canadian gentlemen. He said their addresses had afforded him infinite satisfaction. The question before the Convention of providing more and cheaper facilities for moving the surplus products of the Mississippi Valley to the markets of the world was the most important one now before the whole people. Within the boundaries of that valley were half the people of the United States, and a proportionate amount of the wealth of the country. It was a well-known fact that increased production during the past few years had been so great that the means of transportation to the seaboard were now altogether inadequate. The object of discussing the question in Convention was to bring it to the attention of Congress, and seek for national aid. Additional and cheaper facilities were certainly needed, and the means to be used to procure them should be carefully considered. He favored the second resolution in the report of the Transportation Committee. A double-track road was a necessity to both the East and West, and it was competent for the General Government to assume its control. Mr. Taylor and Mr. Buzby had attacked the resolution on the ground that the Government should not go into railway enterprises. But the resolutions did not contemplate that the Government should build or equip a road, but simply give a charter. It was competent and wise for the Government to do so. It had as much authority to grant a charter for a railroad as for a telegraph line or a bank. In early days the Government built highways to the Mississippi from Washington, and it had never before been questioned that the Government had no right to grant such a charter. He believed that if it could grant a charter it could build the road itself; but that question was not up, therefore there was no reason why the Board should not agree to the resolution, and the Government grant a charter with proper limitations. The Mississippi and other lines ought also to be improved by appropriations made for that purpose. He was glad to hear of the facilities offered by the Canada lines, but the United States had its own and its great river. But the latter had great impediments at its mouth, which imposed a heavy tax on commerce passing through it. From the most reliable data, he believed that the Mississippi River route to Liverpool was the most economical. From St. Paul, by Montreal, the average cost was 62 cents a bushel. By the Erie Canal it was 66, and, at the present rates, by New Orleans about 55. If these obstructions were removed from the river mouth, so as to give 30 feet from New Orleans to the Gulf, the grain of the Mississippi Valley could be moved at still lower rates. From the Baltic to Liverpool was 47 cents, and from the Black Sea 60. The prices of the cereals of the world were those paid at Liverpool, minus the cost of carrying. So it appeared it cost a little less to take cereals by the Mississippi River than it did to bring them from the Black Sea. Instead of the Board disagreeing over matters of small detail, as to whether the Government could do this or that, they should ask the General Government to aid all water-ways and grant all facilities. He favored the resolution as it was.

MR. DORR, OF BUFFALO,

said the ocean front they were seeking to reach covered a vast territory, extending from the St. Lawrence to the Mississippi. He came from the head of the Erie Canal, but did not claim it was the only route. All possible outlets were needed, no matter where they were. They wanted the Welland Canal enlarged and the Mississippi improved. They could not keep pace with the West. The Canadians had spoken of the trammels on Canadian trade, but no American vessel could go below Montreal except by special permission. Canada had always claimed the right to shut the river up. The Governor-General had written him to the effect that, under existing circumstances, American vessels could not pass to and fro on it without permission, and he hoped the Canadian delegates would take steps to secure a modification in that respect.

AMERICANS CAN USE THE ST. LAWRENCE.

Mr. Howland said by the Treaty of Washington Americans could go down the river without hindrance. The canals along it, however, were the private property of Canada. In going from Lake Ontario to Montreal, American vessels paid less than Canadian ones.

MR. JOHN C. DORE,

of Chicago, thought many present would remember that at the Richmond meeting a gentleman from Dubuque made an able argument in favor of improving the water-ways. After he concluded one gentleman advanced the idea of this grand freight road, and the Dubuque gentleman and an engineer made afterwards some calculations as to the capacity of the road, if it had to take care of Western produce, and it was found it would require depot grounds of 400 acres at the East, the trains running fifteen minutes apart. It was then suggested there be five such roads. Supposing a charter were granted, was there any idea of what it would cost, and how much it would take to build it? and who would invest in it just now, especially when Legislatures were fixing railway rates, etc.? It must cost $50,000 a mile at least,—it would cost that over a prairie. It would cost then $50,000,000 from New York to St. Louis, and the Chicago branch would cost $15,000,000. So far as the Chicago branch was concerned, this part of the country would rather have the Illinois River improved and the canal bettered. Two millions would improve the river from LaSalle to the mouth, building five locks, one of which was completed, and give fifteen or sixteen feet all the time. When completed, it would be better navigation than the Mississippi north of Cairo. It was also proposed to build a canal to Rock Island from Hennepin, costing $4,500,000. During the war Congress came very near making the Illinois & Michigan Canal a ship canal. It would cost $12,000,000. Adding the other items, it would make $18,000,000. That would make navigation complete from the Mississippi to Lake Michigan. That was better than any trunk railway. The Mississippi and St. Lawrence were great natural highways, requiring but little to convert them. Of course, that did not preclude improving the Erie Canal, where the trouble had been that the tolls were oppressive. It should be free. The Canadian canals should also be improved. To improve the Erie Canal would cost about $8,000,000. The proposed Illinois improvements would make, with that, $26,000,000, and the Canada improvements would cost $20,000,000, and the Champlain Canal $4,000,000. That would be much less than the cost of the one estimated freight-road, and would be a lasting, permanent highway, good for all time, and free from the troubles attending the regulating of railway charges. Freights might be materially reduced between here and Montreal or Buffalo by taking the grain in barges, as they did lumber, and several of which could be towed by one tug.

MR. HOLTON, OF MILWAUKEE,

said he thought the debate was somewhat out of order in a few particulars. They were not called upon to decide what form of transportation was best. What they were to consider was how the transportation of the country could be improved. A stranger listening to the discussion would think we were a nation of barbarians, without any but the most primitive mode of shifting our movables. America could point with pride to a railway system that was unparalleled on the globe. He challenged the gentlemen from Canada to point out a system that could be called a rival. The Convention ought to turn its attention to the work of improving and extending that system. But there was no necessity of asking Congressional aid to accomplish it. There was no necessity for asking the General Government to build a single trunk line through the country. There were plenty of trunk roads now, and they were getting along well enough without any particular interference of the Government.

WHERE THE GRAND TRUNK PROPOSITION CAME FROM.

Col. Grosvenor said the proposition for a grand trunk freight railway emanated with the Chicago Board of Trade, and not with St. Louis.

A SUBSTITUTE.

Mr. Holton inquired if a substitute for the report of the Transportation Committee would be in order.

The Chair said he could state the nature of his proposition.

Mr. Holton then offered the following as a substitute for the Committee's report:

This Board, bearing in mind the extraordinary rise and progress of railroads, under the authority and regulation of the several States, now reaching in extent seventy thousand miles, amounting in actual value to two billions of money, and ramifying, in the most admirable manner, every part of the country, and imparting incalculable benefits to the country, desire to express the following opinions: First—That the authorization and conduct of railways be left to the States respectively. Second—That this Board is not insensible to the fact that evils to some extent have crept in and are practiced in the management of railroads; and that it regards with satisfaction the widespread inquiry among the people of the country as to the nature and extent of those evils, and their best remedies. Third—That the remedy of those evils is only to be found in the power and rights of the States; and we respectfully recommend to all the States, which have not already done so, to enact general laws permitting any and all persons to build railways at pleasure, under such restrictions and regulations as, in the wisdom of the States respectively, they may provide. Third—That an invaluable and permanent restraint upon unreasonable exactions for transportation must be sought in the development and improvement of the natural water routes, to the end that these highways for our commerce may move freight during as much of the year as possible, at the lowest possible rates, or lose the traffic. We therefore rejoice at the commencement of important improvement in the Welland and St. Lawrence Canals by the Dominion of Canada; in the effort of the State and citizens of New York to improve methods of transportation by the canals of that State; in the close attention given to the project of interior water communication; and trust that the improvement and establishment of all practicable lines of water communication between the interior and the seaboard may be pushed without delay by the Congress of the United States.

Mr. Holton then asked who could better provide a remedy for the evils complained of than the States, and he, for one, was prepared to fight the battle out there. In Congress he could not do it, for Washington was hard to reach. The Grangers must find their remedy by taking possession of State Legislatures, which they could do. Milwaukee had built with its own means all the railroads it wanted, and could do it cheaper and more quickly than the Government could. Let Congress go on and improve the waterways. That he was willing to have it do. Let it improve the Mississippi and other rivers. The former had not been a half or a quarter used.

AN ADDITIONAL SECTION.

Mr. Bromberg asked Mr. Holton to accept the following additional section, which he did:

Resolved, That the Executive Council be and are hereby instructed to address Congress on behalf of this Board in favor of establishing a Board of Internal Improvement, analogous to the Coast Survey, to make preliminary surveys and suggest a comprehensive and thorough system of improvements.

OPPOSED TO ASKING CONGRESSIONAL AID.

Mr. Wetherill, of Philadelphia, agreed with Mr. Holton that in a business body it was folly to deal in glittering generalities. It might be a great waste of time for delegates to champion any particular route. They had better stick to the resolutions and amendments and finally arrive at a good result. The first resolution of the substitute amounted to nothing. The gist of the whole thing lay in the second and third resolutions of the Committee—they wanted a Congressional charter for a freight road, subject to the laws of the several States it went through. Supposing the charter was granted, and the money raised, the road would be governed by the railroad laws of New York, Ohio, etc. Then what was gained by the Congressional charter? It had been said Pennsylvania could not be crossed, but the Constitution would be amended so as to remove that objection. So it was unnecessary to act upon the second resolution, and he would oppose it. The third resolution was relative to a matter where Congressional action was proper, and New Jersey had been an instance of a case where it was once needed. The concluding part of the resolution he also agreed to, as it was the law of the land.

MR. GROOM, OF NEW YORK,

then carried the Convention with his facetious views on a through route from New York to St. Louis or Chicago. He wound up by moving to lay the whole matter of transportation on the table.

At the request of Mr. Able, of St. Louis, the motion was withdrawn.

AN OPINION FROM ST. LOUIS.

Mr. Abb then said it would be disgraceful to laugh the important question of transportation out of the Convention, without giving it careful deliberation. He then went on to speak of the railway system of the country. The State from which he came had done much for railways. He thought the substitute of Mr. Holton was scarcely explicit enough with regard to the improvement of the Mississippi River. He was opposed to the resolution of Mr. Bromberg, because he could not see that there was any necessity to call in the assistance of Congress in any matter of public improvement. The people of the country were possessed of sufficient pluck to prosecute their own improvements.

On motion of Mr. Wright, the Convention adjourned till this morning.

Dr. Schliemann on the Site of Ancient Troy.

Dr. Schliemann, the explorer of Ilium, has written a letter to the Augsburg *Gazette*, in which he defends the validity of his conclusion that he has discovered the Troy of Homer. The *Pall Mall Gazette*, of Oct. 2, gives the following abstract of Dr. Schliemann's reasoning:

"Wherever there has been an old town, he says, our excavations yield us potsherds, nothing being so indestructible as baked clay. No towns can be older than the oldest, nor more recent than the most recent potsherds found in its ruins. At Bunarbashi, on the Balidagh, where Welcker and other scholars suppose Ilion to have stood, excavations have never yielded any potsherds of a higher date than the sixth century, B. C. Sir John Lubbock, who had the so-called tomb of Hector on the Balidagh excavated, found no terracottas there that were older than the third century, B. C. Dr. Schliemann considers this as proof sufficient that the ruins there cannot be those of the ancient Ilion, and he asserts that an inscription which he discovered enables him to identify Bunarbashi with the Town of Gergis. The late Austrian Consul, Von Hahn, who likewise explored that territory, stated that in spite of careful research on the northern side of the Balidagh, between the Akropolis (of Gergis) and the springs of Bunarbashi not one single sign was detected of a former settlement, not even potsherds or fragments of bricks, the never absent and therefore undoubted witnesses of ancient towns; nowhere a building, a stone, a quarry, or an artificial level; everywhere only the natural soil, never touched by the hand of man. Dr. Schliemann has examined not only the neighborhood of Bunarbashi, where Welcker placed Ilion, but likewise the hills of Chiblak, where Clarke and Barker Webb placed it, and the high ground near Atzik-Koi, where Ulrichs thought he had discovered its ruins, but nowhere has he found any traces of human workmanship. The village of the Ilians also (*Ilicon kome*), where Strabo, following the theory of Demetrius of Skepsis, placed Troy, was carefully explored by Dr. Schliemann, but nothing was found there except potsherds of the first century, B. C. In the place, on the contrary, where Dr. Schliemann has lately dug up the very crown jewels of Priam, there are to be found from two to sixteen meters in length images of marble, slate, bone, and ivory, goblets and vases, and on all of them the form of the Ilian Athene, the patron goddess of Troy, a female figure with an owl's head; nay, on one golden diadem there are no fewer than a hundred small idols of the same goddess."

The King of the Sandwich Islands.

Translation from a Letter of a German Merchant a Honolulu.

Two weeks ago we had a ball at the palace of our King, Lunalilo I. He is my friend. When he was still merely Crown Prince, I loaned him once $2,—only for a day, as he said. When I met him a year after, I reminded him of the loan, but he told me to wait till he should have become King, of which the prospects were then very slight. But now he is King, and I have silently made him a present of the $2,—cheap friendship, considering he is a King. It was a fine ball, which he gave in honor of the English Admiral; and the King was the first who got gloriously drunk; next came the musicians; then the guests; and finally I myself began to feel a little unsteady. I saw a young English naval officer occupy the Kingly throne, with a Honolulu girl by his side, while the King and Queen Emma sat at his feet. Then the King took a drum and walked around the floor, beating the tattoo. Finally the musicians began quarreling and fighting in regular John Bull style, so that the Admiral could not part them; and all this in the midst of the court ball. But our King is said to have amused himself exceedingly, particularly as lots of drinkables remained for him to consume himself, though an awful quantity was drank. Whether he did consume it all, I don't know; but it is said that he was not sober for two weeks afterwards, though he can stand a vast amount. Otherwise the King is a good fellow, and likes us Germans particularly, probably because we "treated" him so often when he was merely Crown Prince. He has even learned some German songs which he sings passably; for instance, "When the Swallows Homeward Fly," and "Out of the Tavern I've Just Stepped To-Night."

Mosaic Manufactory.

Within the Vatican Palace there is a manufactory where pictures are copied in mosaic. This process makes a picture almost everlasting. Roman mosaic is formed of tiny bits of opaque colored glass of various shades, amounting, it is said, to the almost incredible number of 30,000 different and distinct shades, so arranged as to form a picture perfect in every detail—in light, shadow, shade, and color. It corresponds, in some measure, to the pictures formed in Berlin wool. The various pieces of colored glass are placed in their prearranged order on a table covered with a sort of cement, and when this tedious process is over—for there are many thousand pieces in one picture—the surface of this picture is then smoothed and polished. The portraits of all the Popes who have occupied the See of Rome from St. Peter to Pius IX., made for that magnificent Basilica of St. Paul's beyond the Walls, come from this manufactory of the Vatican. It is said that each portrait—a bust—takes over a year to finish. This manufactory is the most celebrated in the world, and the pictures copied in it are the grandest works of the greatest masters. At present a large picture, designed by Raphael to be woven into tapestry in the looms of Arras, representing the conversion of St. Paul, is to be copied in this ever-enduring material.

How Nelaton Made His Fortune.

From a Paris Letter.

Dr. Nelaton was a self-made man, and for many years has occupied a very high position here. His remarkable success at a comparatively early age gives us one more example of the advantage of starting life with a fortune. He began poor enough as a boy, and had a long, hard struggle in getting his education, and in obtaining his degree as Doctor of Medicine; but almost as soon as his degree was obtained he married a young girl who brought him a *dot* of 75,000 francs a year. When young he had acquired habits of industry from necessity, and he was ambitious to shine in his profession. The fortune of his wife enabled him to pursue his studies under the most favorable conditions, when he otherwise would have been obliged to settle down as a hard-worked doctor, too much occupied with getting a living to pursue the study of his profession systematically. When a man has no need of patients they are forced upon him against his will, and Dr. Nelaton soon found himself possessed of a large and lucrative practice. But in order to avoid the petty calls of every day life he made surgery a specialty, and even then he had more than he desired upon his hands. It is so, I believe, in all professions, and happy the man who does not have to depend upon his profession for his daily bread.

The Latest "American Abroad."

A cheeky individual announcing himself as Col. William Hurlbert, a member of President Grant's military staff, and dressing in the full uniform of a United States army officer, has been swindling some of the smaller potentates of Germany in rather a novel manner, lately. Armed with the most unexceptionable credentials, he appeared in several of the smaller capital cities, where he had little difficulty in obtaining access to the petty courts. With him, this self-styled Colonel had a curious subscription list, which, before taking leave of his new-made eminent acquaintance, he submitted to them. This subscription list was for contributions for a gigantic monument at Washington in honor of the soldiers killed in the civil war. Col. Hurlbert stated that only rulers of States, and military and civil officers of the highest rank, were to take part in this grand enterprise, and, in opening his list, he proudly pointed to the names of President Grant, Queen Victoria, the Emperor William, Marshal MacMahon, Bismarck, and other illustrious personages, who had each subscribed liberally. For some time the Colonel's little game worked beautifully, and he succeeded in obtaining considerable sums of money, but at last he came to Dessau, in the Duchy of Anhalt, where the reigning Duke and his people proved to be a little sharper than previous victims. Their suspicions being aroused, after a brief and satisfactory correspondence with Mr. Bancroft, in Berlin, they had Hurlbert arrested on charge of swindling, and he will now have to suffer for his smart but wayward career. His real name seems to be Edward Beatty, and, though an Irishman by birth, he has long lived in the Western States.

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In rehearsal, an entirely new and original Society Play, entitled "CLOUDS."

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Monroe-st., between Dearborn and State.

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Third week of the FUNNY MOKES IN A FOG.

Bobby Newcomb, Mackin and Wilson, Billy Rice, Ernest Linden, Master G. Davenport, William Arlington, Ben Cotton, and J. R. Kemble in favorite specialties, every evening and Saturday Matinee. In preparation—The Local Burlesque of GUY MANNEUVERING.

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Friday night and Saturday Matinee, MISS CUSHMAN in two characters, QUEEN CATHARINE and SUSAN SIMPSON.

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GLOBE THEATRE.

To-night—Benefit of Miss LOUISE HAWTHORNE,

FOUR CHRISTMAS NIGHTS.

To-morrow—LAST HAWTHORNE MATINEE.

Monday—J. J. WALLACE.

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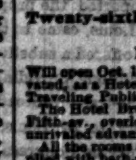

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RAILROAD TIME TABLE.

ARRIVAL AND DEPARTURE OF TRAINS

EXPLANATION OF REFERENCE MARKS.—† Saturday excepted. * Sunday excepted. ‡ Monday excepted. ║ Arrive Sunday at 8:00 a. m. § Daily.

MICHIGAN CENTRAL & GREAT WESTERN RAILROADS

Depot, foot of Lake-st., and foot of Twenty-second-st. Ticket office, 67 Clark-st., southeast corner of Randolph, and 75 Canal-st., corner of Madison.

	Leave.	Arrive.
Mail (via main and air line)	* 5:00 a. m.	* 8:15 p. m.
Day Express	* 9:00 a. m.	* 8:00 p. m.
Jackson Accommodation	§ 3:35 p. m.	§10:20 a. m.
Atlantic Express	§ 5:15 p. m.	§ 8:00 a. m.
Night Express	†*9:00 p. m.	†*6:30 a. m.
GRAND RAPIDS AND PENTWATER.		
Morning Express	9:00 a. m.	8:00 p. m.
Night Express	†9:10 p. m.	*6:00 a. m.

HENRY C. WENTWORTH, General Passenger Agent.

CHICAGO & ALTON RAILROAD.

Chicago, Kansas City and Denver Short Line, via Louisiana, Mo., and Chicago, Springfield, Alton and St. Louis Through Line. Union Depot, West Side, near Madison-st. bridge. Ticket Offices: At Depot, and 122 Randolph-st.

	Leave.	Arrive.
Kansas City Ex. via Jacksonville, Ill. and Louisiana, Mo.	* 9:30 a. m.	* 8:10 p. m.
Kansas City Fast Ex. via Jacksonville, Ill, and Louisiana, Mo	† 9:00 p. m.	‡ 7:30 a. m.
St. Louis Express, via Main Line	* 9:30 a. m.	* 8:10 p. m.
St. Louis Fast Ex. via Main Line	§ 9:00 p. m.	7:30 a. m.
St. Louis Ex. via Jacksonville	† 9:00 p. m.	‡ 7:30 a. m.
Springfield Express	* 9:30 a. m.	* 8:10 p. m.
Springfield Fast Express	§ 9:00 p. m.	‡ 7:30 a. m.
Jefferson City Express	† 9:00 p. m.	‡ 7:30 a. m.
Peoria, Keokuk & Burl'n Ex.	* 9:00 p. m.	* 8:10 p. m.
Wenona Lacon, Washington Ex	* 4:30 p. m.	* 8:10 p. m.
Joliet & Dwight Accommodation	* 4:30 p. m.	* 9:40 a. m.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

Union Depot, corner Madison and Canal-sts.; Ticket Office 63 South Clark-st., opposite Sherman House, and at Depot.

	Leave.	Arrive.
Milwaukee, St. Paul & Minneapolis Day Express	* 9:30 a. m.	‡ 6:50 a. m.
Milwaukee & Prairie du Chien Mail and Express	* 5:00 p. m.	*11:00 a. m.
Milwaukee, St. Paul & Minneapolis Night Express	†9:30 p. m.	* 4:15 p. m.

CHICAGO, BURLINGTON & QUINCY RAILROAD.

Depots—Foot of Lake-st., Indiana-av., and Sixteenth-st., and Canal and Sixteenth-sts. Ticket offices, No. 59 Clark-st., Grand Pacific Hotel, and at depots.

	Leave.	Arrive.
Mail and Express	* 7:30 a. m.	* 8:00 p. m.
Ottawa, Streator, Peoria & Pekin	7:30 a. m.	8:00 p. m.
Dubuque and Sioux City Exp	* 9:10 a. m.	* 2:38 p. m.
Pacific Fast Line	*10:00 a. m.	* 3:35 p. m.
Aurora Passenger	* 3:15 p. m.	* 8:15 a. m.
Mendota, Ottawa, and Streator	* 4:30 p. m.	* 9:55 a. m.
Downer's Grove Accommodation	* 1:45 p. m.	* 7:20 a. m.
Aurora Passenger	* 5:30 p. m.	* 8:55 a. m.
Aurora Passenger (Sunday)	1:00 p. m.	10:00 a. m.
Dubuque & Sioux City Exp	† 9:30 p. m.	‡ 7:00 a. m.
Pacific Night Express	† 9:00 p. m.	‡ 7:40 a. m.
Downer's Grove Accommodation	* 6:15 p. m.	* 5:15 p. m.
Texas Express	† 9:00 p. m.	7:45 a. m.

ILLINOIS CENTRAL RAILROAD.

Depot foot of Lake-st. and foot of Twenty-second-st. Ticket office, 121 Randolph-st., near Clark.

	Leave.	Arrive.
St. Louis Express	* 8:25 a. m.	* 8:50 p. m.
St. Louis Fast Line	† 8:15 p. m.	* 7:55 a. m.
Cairo Mail	* 8:25 a. m.	* 8:50 p. m.
Cairo Express	† 8:15 p. m.	* 7:55 a. m.
Springfield Express	* 8:25 a. m.	* 8:50 p. m.
Dubuque & Sioux City Ex.	* 9:10 a. m.	* 2:35 p. m.
Dubuque & Sioux City Ex.	† 9:10 p. m.	‡ 7:00 a. m.
(a) Gilman Passenger	* 4:15 p. m.	* 9:20 p. m.
Hyde Park and Oak Woods	* 6:10 a. m.	* 6:48 a. m.
Hyde Park and Oak Woods	* 7:10 a. m.	* 7:45 a. m.
Hyde Park and Oak Woods	§ 9:00 a. m.	* 8:40 a. m.
Hyde Park and Oak Woods	§12:10 p. m.	* 9:20 a. m.
Hyde Park and Oak Woods	* 3:00 p. m.	§10:30 a. m.
Hyde Park and Oak Woods	* 4:30 p. m.	§ 1:45 p. m.
Hyde Park and Oak Woods	* 5:15 p. m.	* 5:20 p. m.
Hyde Park and Oak Woods	* 6:10 p. m.	* 6:55 p. m.
Hyde Park and Oak Woods	*11:10 p. m.	* 7:40 p. m.

(a) Runs to Champaign on Saturdays.

CHICAGO & NORTHWESTERN RAILROAD.

City offices, corner Randolph and LaSalle-sts., and 75 Canal-st., corner Madison-st.

	Leave.	Arrive.
a Pacific Fast Line	*10:15 a. m.	* 3:15 p. m.
a Dubuque Day Ex. via Clinton	10:15 a. m.	3:15 p. m.
a Omaha Night Express	†10:45 p. m.	‡ 6:30 a. m.
a Dubuque Night Ex. via Clinton	10:45 p. m.	6:30 a. m.
a Freeport & Dubuque Express	* 9:15 a. m.	* 2:00 p. m.
a Freeport & Dubuque Express	* 9:15 p. m.	* 6:15 a. m.
b Milwaukee Mail	* 8:00 a. m.	*10:20 a. m.
b Milwaukee Express	* 9:30 a. m.	* 4:00 p. m.
b Milwaukee Passenger	* 5:00 p. m.	* 7:40 p. m.
b Milwaukee Passenger (daily)	§11:00 p. m.	§ 5:00 a. m.
b Green Bay Express	9:40 a. m.	* 7:00 p. m.
b St. Paul Express	*10:10 a. m.	4:00 p. m.
b Marquette Express	* 9:00 p. m.	* 6:30 a. m.
b St. Paul Express	† 9:30 p. m.	† 6:30 a. m.

a—Depot corner of Wells and Kinzie-sts.
b—Depot corner of Canal and Kinzie-sts.

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CHICAGO, ROCK ISLAND & PACIFIC RAILROAD.

Depot, corner of Van Buren and Sherman-sts. Ticket office, Grand Pacific Hotel.

	Leave.	Arrive.
Omaha, Leavenw'th & Atchison Ex	*10:15 a. m.	* 3:45 p. m.
Peru Accommodation	* 5:00 p. m.	* 9:30 a. m.
Night Express	†10:00 p. m.	‡ 7:00 a. m.
Leavenworth & Atchison Express	†10:00 p. m.	‡ 7:00 a. m.

LAKE SHORE & MICHIGAN SOUTHERN RAILROAD.

Depot, Van Buren-st., foot of LaSalle-st. Ticket offices, northwest corner Clark and Randolph-sts., and southwest corner Canal and Madison-sts.

	Leave.	Arrive.
Mail, via Air Line and Main Line	* 5:40 a. m.	* 6:55 p. m.
Special New York Express, via Air Line	* 9:00 a. m.	* 3:00 p. m.
Atlantic Express, via Air Line	5:15 p. m.	8:00 a. m.
Night Express, via Main Line	*†10:20 p. m.	*‡6:30 a. m.
Elkhart Accommodation	* 3:40 p. m.	* 9:55 a. m.
South Chicago Accommodation	12:00 m.	1:50 p. m.

PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD.

	Leave.	Arrive.
Day Express	* 9:00 a. m.	‡ 7:30 p. m.
Pacific Express	§5:10 p. m.	§ 6:30 a. m.
Fast Line	†*9:00 p. m.	†*8:00 a. m.
Mail	* 4:55 a. m.	* 6:10 p. m.
Valparaiso Accommodation	* 3:30 p. m.	* 9:05 a. m.

CHICAGO, INDIANAPOLIS & CINCINNATI THROUGH LINE, VIA KANKAKEE ROUTE.

From the Great Central Railroad Depot, foot of Lake-st.; also foot of Twenty-second-st. Ticket office, 121 Randolph-st., near corner Clark; 75 Canal-st., corner Madison; 96 LaSalle-st., corner Washington, and at Illinois Central Depot.

	Leave.	Arrive.
Leave Chicago	* 9:30 a. m.	§ 8:45 p. m.

Trains arrive at Chicago at 7:57 a. m., 8:25 a. m., and 7:40 p. m.

OCEAN NAVIGATION.

NEW YORK TO CARDIFF, BRISTOL, LONDON, And all Other Points in England and Wales.

The South Wales Atlantic Steamship Company's new first-class Steamships will sail from Pennsylvania Railroad Wharf, Jersey City:

PEMBROKE........Nov. 15

These steamships, built expressly for the trade, are provided with all the latest improvements for the comfort and convenience of Cabin and Steerage Passengers. First Cabin, $80 currency; Second Cabin, $55 currency; Steerage, $30 currency; prepaid Steerage certificates from Cardiff, $32. Drafts for £1 and upwards.

For further particulars, apply in Cardiff, at the Company's Offices, No. 1 Dock Chambers, and in New York to ARCHIBALD BAXTER & CO., Agents, No. 17 Broadway.

STATE LINE.

NEW YORK TO GLASGOW, LIVERPOOL, BELFAST AND LONDONDERRY.

These elegant new steamers will sail from Pier 36, North River, foot of North Moore-st., as follows:

VIRGINIA........Wednesday, Oct. 29
GEORGIA........Wednesday, Nov. 12
PENNSYLVANIA........Wednesday, Nov. 26
VIRGINIA........Wednesday, Dec. 10

And every alternate Wednesday thereafter, taking passengers at through rates to all parts of Great Britain and Ireland, Norway, Sweden, Denmark, and Germany. Drafts for £1 and upwards.

For freight or passage apply to AUSTIN BALDWIN & CO., Agents, 72 Broadway.

Steerage Passage Office, No. 45 Broadway, SAMPLE & HARGIS, cor. Canal and Madison-sts., Chicago.

NATIONAL LINE OF STEAMSHIPS.

Sailing from New York for Queenstown and Liverpool every Saturday, and for London direct every fortnight.

For QUEENSTOWN and LIVERPOOL, from Piers 44 and 47, North River.

Spain........Oct. 11 | Egypt........Nov. 1.
Italy........Oct. 18 | Greece........Nov. 8.
France........Oct. 25 | Spain........Nov. 15.
For London (direct)........Holland, Nov. 6.

Cabin Passage, $70, $80, and $90 Currency.
Return Tickets, $140 and $160 Currency.
STEERAGE PASSAGE, $30, currency.

Passengers booked to or from German and Scandinavian points at low rates.

The Steamships of this line are the largest in the trade. Drafts on Great Britain, Ireland, and the Continent.

WILLIAM MACALISTER, Gen'l Western Agent,

Northeast corner Clark and Randolph-sts. (opposite new Sherman House), Chicago.

ANCHOR LINE.

Sailing twice a week from New York, and carrying passengers to all parts of Great Britain, Ireland, Continental Europe, and the Mediterranean. Cabin from $65; Steerage, British and Irish ports east, $30; west, $33. Continental ports same as other regular lines. All payable in U. S. currency. Apply for full information at the Company's office, No. 7 Bowling Green, New York, and N. E. corner LaSalle and Madison-sts., Chicago.

HENDERSON BROTHERS, Agents.

TABLE SYRUP.

FINE TABLE SYRUP.

If you want a very fine Syrup—equal to Maple—ask your Grocer for Bradshaw & Watt's Excelsior Loaf Sugar Drips. For sale by all Wholesale Grocers.

TERMS OF THE TRIBUNE.

TERMS OF SUBSCRIPTION (PAYABLE IN ADVANCE).

Daily, by mail	$12.00	Sunday	$2.50
Tri-Weekly	6.00	Weekly	2.00

Parts of a year at the same rate.

To prevent delay and mistakes, be sure and give Post Office address in full, including State and County.

Remittances may be made either by draft, express, Post Office order, or in registered letters, at our risk.

TERMS TO CITY SUBSCRIBERS.

Daily, delivered, Sunday excepted, 25 cents per week.
Daily, delivered, Sunday included, 30 cents per week.

Address THE TRIBUNE COMPANY, Corner Madison and Dearborn-sts., Chicago, Ill.

TO-DAY'S AMUSEMENTS.

McVICKER'S THEATRE—Madison street, between Dearborn and State. Engagement of Charlotte Cushman. "Henry VIII." and "Simpson & Co."

HOOLEY'S THEATRE—Randolph street, between Clark and LaSalle. "Hearts."

ACADEMY OF MUSIC—Halsted street, between Madison and Monroe. Engagement of Carlotta LeClercq. "The New Magdalen."

MYERS' OPERA-HOUSE—Monroe street, between Dearborn and State. "Funny Mokes in a Fog." Minstrelsy and comicalities.

GLOBE THEATRE—Desplaines street, between Madison and Washington. Engagement of Louise Hawthorne. "Four Christmas Nights."

INTER-STATE EXPOSITION—Lake-Shore, foot of Adams street.

KAHN'S ANATOMICAL MUSEUM—148 South Clark-st. Science and Art.

BUSINESS NOTICES.

HEADQUARTERS FOR BOYS' CLOTHING. C. C. COLLINS, 184 and 186 Clark-st.

DUNVILLE & CO., ROYAL IRISH DISTILLERIES, Belfast, Ireland, are the largest holders of whisky in the world. Their old Irish whisky is recommended by the medical profession in preference to French brandy. Supplied in casks or cases. United States Branch, 51 Broad-st., New York.

The Chicago Tribune.

Friday Morning, October 24, 1873.

It is announced that Mr. Storey has withdrawn his claims to the Hesing nomination for Mayor in favor of H. D. Colvin, Esq., believing that at his time of life social distinction is far preferable to political distinction.

The trial of William Puffenberger, the engineer who ran his train into the passenger train at Lemont, some time since, commenced yesterday. Beane, the conductor, who has obtained a change of venue, will be tried at Joliet in January next.

The last report of the season on the condition of the corn crop has been made by the Statisticians of the Department of Agriculture. It shows a falling off of 250,000,000 bushels on the crop of last year, and 4 per cent less area planted. The only States which report an average crop are Georgia, Florida, Arkansas, California, and Oregon.

A statement of the operations of the free postal delivery system for the year ending June 30, 1873, has just been made, which shows that the letter-carriers, during the year, handled 375,815,673 packages, at a cost of $1,422,495, showing a large increase over last year. During the year, thirty-five new postal deliveries were established.

The Hon. William Stadden, the Chief Clerk of the Auditor's Department of the State, and Superintendent of the Bureau of Insurance, and until recently Secretary of the State Board of Equalization, died at Springfield yesterday of heart-disease, superinduced by over-labor. He has been connected with various State offices since 1847. A brief record of his life will be found in our Springfield dispatches.

The Canadian Parliament reassembled yesterday. The address of the Governor-General commends the report of the Commissioners appointed to investigate the Canadian Pacific Railroad scandal, and urges upon Parliament the importance of providing immediate means for resumption of work on that road. The establishment of a Dominion Board of Agriculture is also strongly urged. In the same connection, it is intimated that the report of the Commissioners will exculpate the Government from all the charges in the Huntington indictment.

The turbulent political elements in this city are rapidly clearing themselves, and after to-day there will be but two parties in the field arrayed against each other on distinct issues. The Committee of Seventy met yesterday and adopted the ticket nominated at the Citizens' meeting a few days since, with the exception of the Commissioners from the North and West Divisions. The Committee also filled out the place of City Attorney, made vacant on the Citizens' ticket by the resignation of Mr. Stiles, with the nomination of Thomas J. Turner. The Hesing Convention meets to-day, and, it is understood, will nominate Mr. Colvin. This having been done, the issue before the people will be a clear one, and the campaign will commence with directness and vigor.

The reports of operations on Wall street present nothing specially new, the markets remaining without important change. The principal event of the day was the meeting of bank Presidents, held to consider the reported proposition of the President for the relief of the present stringency. The situation as summed up in brief shows that the President wrote a letter agreeing to draw on the legal-tender reserve for the benefit of the New England manufacturers, if necessary, but held the proposition to buy exchange for further consideration. The Clearing-House Association regards the whole matter as a farce. Incidental to the financial news is the announcement that the creditors of Clews, Habicht & Co., London, have permitted the firm to go into voluntary liquidation; and that things are looking brighter among the New England manufacturers.

A vacancy in the Collector of Customs' office at Cedar Keys, Florida, recently occurred, and the Civil-Service Board recommended that the Deputy, Mr. Woolfert, be appointed. The two Senators and Representative in Congress from Florida objected on the ground that Woolfert had never taken an active part in politics, and recommended one Blumenthal, who was a politician. The President set aside the recommendation of the Civil-Service Board, and appointed the politician. This act is the more marked because the vacancy was caused by the necessary removal of a man who had been appointed because of his party usefulness on the recommendation of the Congressional delegation, and who turned out to have been an indicted smuggler, an ex-Ku-Klux, and a negro-whipper. This is the way Civil-Service Reform progresses.

The Chicago produce markets were more lively yesterday, and generally firm, except in provisions. Mess pork was more active, and 10@20c per brl lower, at $13.00 for old, and $12.00 for new. Lard was moderately active and easier, at 7⅞c for new, cash, or seller January. Meats were quiet and easier at 6⅝@6⅞c for short ribs; 6⅞@6⅝c for short clear, and 8½@9½c for sweet pickled hams. Highwines were less active and a shade easier, at 90c per gallon. Lake freights were moderately active and unchanged, at 5c for corn to Buffalo. Flour was more active, and a shade easier. Wheat was more active, and ½@1c higher, closing at $1.05 cash, and $1.02¾ seller November. Corn was active and ½c higher, closing at 38¾@38⅞c cash, and 38¾c seller November. Oats were moderately active and unchanged, closing at 32½c cash, and 32⅛@32¼c seller November. Rye was quiet and a shade firmer, at 62@63c. Barley was moderately active, and 1c higher, closing at $1.33¼ for No. 2, and $1.03 for No. 3. Hogs were active at $3.80@4.10 for heavy, and at $4.10@4.30 for light. Cattle and sheep remain dull and weak.

The problem of woman's rights is at last to be practically solved in Massachusetts. A woman's community has been formed in the Town of Woburn, near Boston, in which the women will own all the real estate, and have the entire management of affairs. The Tyrant Man is to be utterly disqualified in a political sense. The members of the community will be obliged to attend unsectarian services once a week. Industrial and domestic schools and a laundry on a very large scale will be established. One thousand persons are already committed to this novel enterprise, which will hereafter be known as "The Women's Economical Garden Homestead League." The result of this exclusively feminine experiment will be watched with interest by the members of the sisterhood everywhere. If successful, it will be the signal for the establishment of many more of these communities, at which no men need apply.

The foreign news this morning is varied and important. In France, the prospects of the Monarchists are not so brilliant as they have been. The Left Centre of the Assembly has voted solidly for a Conservative Republic, and several doubtful members in other divisions have also declared in favor of the Republic. Another strong popular movement has commenced for the Republic, in an effort to obtain a plebiscitum protesting against the restoration of the Monarchy without consulting the wishes of the people. The most important intelligence from Spain is the announcement that the Madrid Government has sent a strong protest to the French Government against the action of some of the French war-vessels which recently conveyed direct assistance and encouragement to the Cartagena insurgents. News comes also of an important Carlist victory near Puigcerda, an event which has been very rare of late. The King of Saxony is reported in a dying condition. A sketch of his life will be found elsewhere.

The morning session of the second day of the Farmers' Convention was largely occupied with a carefully-prepared address on railroads and transportation, by Mr. Flagg, of Madison, Wis., at the conclusion of which the Committee on Resolutions made its report, which substantially embraces the following recommendations: 1. That Congress pass a maximum freight and passenger tariff between States, and that Legislatures regulate rates within States. 2. That Congress open water-routes from the Mississippi River to the seaboard. 3. That the people be urged to support home-manufactures. 4. That the prospect of the early completion of the double-track freight road from New York to Omaha is a matter of congratulation. 5. Urging the people to free themselves from debt. 6. Opposition to special legislation. 7. Thorough organization of the farmers for self-protection. The first resolution was passed. The second brought out a long discussion, during which numerous substitutes and changes were made and tabled, the final result being the adoption of the following substitute: "We demand the construction of railroads and the improvement of water communications between the interior and seaboard, the same to be owned and operated by the General Government for the purpose of affording cheap and ample transportation, and to protect the people from the exactions of monopolies." The third, fifth, sixth, and seventh resolutions were unanimously adopted, but the fourth was lost. Resolutions were also adopted urging the importance of speedy legislation on the transportation question, and recommending Farmers' Associations to furnish the Railroad and Warehouse Commission with information on which to prosecute suits. At the evening session, the only business of any general importance was the passage of two resolutions, one advising the farmers to hold back their live-stock products until they could get a fair price,—$5 per hundred on hogs being considered a fair price; the other recommending other States to improve upon the Railroad law of this State, after which the Convention adjourned *sine die*.

The principal topic of interest in the third day's session of the National Board of Trade was the discussion of the report of the Committee on Transportation, which includes the following propositions: 1. That the transportation question is one of national importance. 2. That freight railroads from the interior to the seaboard should be chartered by the General Government. 3. That Congress should prevent discriminations by any State against commerce between States passing through it, and that State Legislatures should protect commerce within States. 4. The improvement of water-routes as a permanent check on railroad monopolies. 5. The creation of a National Board of Commissioners of Internal Improvements. Col. Grosvenor supported the propositions, and Mr. Baker, of St. Louis, came to the defense of the railroads, and offered a substitute for the second and third resolutions, providing for the construction of a double-track railroad for freight alone from New York to St. Louis, with a branch to Chicago, and urging Congress to grant a charter to any parties who will construct such a road. This substitute, however, was ruled out. Several other delegates alternately advocated and opposed the report until noon, when the Board adjourned until evening, spending the afternoon meantime in riding about the city. At the evening session, the Committee on Finance and Banking made its report relative to the resumption of specie payments and the currency, which was made the special order for this afternoon. The discussion on the transportation question was then resumed, in which the Canadian delegation took part, setting forth what Canada had done to improve navigation, and assuring the Board that the largest possible facilities would be given for cheap freights and quick communications. Several other delegates spoke to the question, when a new divergence was given to it by a substitute offered by Mr. Holton, recognizing the importance of water-routes, but leaving the authorization and conduct of railroads to the States. Pending the discussion of this substitute, the Board adjourned.

The cable dispatches report that the physicians of the King of Saxony, John Nepomucenes Marie Joseph, pronounce his case hopeless, and that he is in a dying condition. The King is the son of Maximilian, Duke of Saxony; was born Dec. 12, 1801, and succeeded his brother, the late King Frederick Augustus II., Aug. 9, 1854. In 1821, he entered the Ministry of Finance in Dresden, in which he attained the highest post, and retired in 1831 to command the National Guard. As a member of the Saxon Parliament, he also took an active part in politics. On his accession to the throne, he identified himself with the lesser German monarchies, acting in conjunction with Austria against German unity. In 1866, the Prussians invaded Saxony, and, by a treaty, he agreed to pay them about $7,000,000, and cede the fortress of Konigsberg. Subsequently, however, Saxony entered the North German Confederation, and her troops took part in the Franco-German war. He was a man of pronounced literary tastes, and devoted much of his time to archæological and philological studies. He twice visited Italy, and under the *nom de plume* of "Philalethes," published in 1849 a German edition of Dante's "Divina Commedia" with critical notes. He has been President of the Society of Antiquaries of Saxony since 1824, and presided in 1852-3 over the German Historical and Antiquarian Society. He married, Nov. 21, 1822, the Princess Amelia Augusta, daughter of the late Maximilian I., King of Bavaria, by whom he has two sons and three daughters. The elder of the former, the Crown Prince Frederick Augustus Albert, Duke of Saxony, was born April 23, 1828, and will be his successor.

MR. HESING'S PECUNIARY INTEREST IN THE ELECTION.

In 1863, the General Assembly passed a law providing that the City of Chicago "may, *in its discretion*, provide for the publication of ordinances, proceedings, etc., *in some newspaper* printed in the German language."

In 1865, when Mr. Hesing first became influential in politics, the law was changed so as to provide that the city ordinances, etc., "may be published in the German newspaper having *the largest daily circulation* in the city." That limited the Council to the *Staats-Zeitung*.

In 1867, when Mr. Hesing was still more influential in politics, this law was again amended so as to take away all discretion from the Council, and to increase the amount of matter to be published in the German language. The act says: "The proceedings, notices, and ordinances of said city *and the departments thereof shall* be published in the newspaper printed in the German language having the largest daily circulation," and to the law was added this curious provision: "Provided that in no judicial or other proceeding shall the publication in such German newspaper be called in question, either as to the fact of publication or to the correctness thereof." The law also provided that the same *price* should be paid for the publication in German as in English. Thus the city was required to publish in Mr. Hesing's paper, and yet neither the fact nor the correctness of publication was to be of any consequence.

The *Staats-Zeitung* availed itself of the proviso. It would publish assessment notices that required to be published six times previous to a certain date from one to three days before the date and the balance after that date, so that in fact less than the six days' previous notice was given in the German paper. This occurred almost, if not every, week.

Is not all money paid under such a law a gratuity from the tax-payers to the *Staats-Zeitung*? It will be remembered that in 1869 the Common Council rebelled against this law, and undertook to give this German printing to another German newspaper, the *Volks-Zeitung*. Mr. Hesing applied to the Supreme Court for a *mandamus* to compel the Council to award the printing to his newspaper. The Supreme Court refused the *mandamus*, but a Judge of the Circuit Court ordered the Council to award the printing to the *Staats-Zeitung*.

The bills of the *Staats-Zeitung* for printing during the two years ending Oct. 1, 1873, under this outrageous law, amounted to over $30,000. Fifteen thousand dollars a year is the direct pecuniary interest that Mr. Hesing has in the result of the city election. Under this law, this *Staats-Zeitung* newspaper has received over $85,000 of the tax-payers' money.

Is Mr. Hesing afraid that his gratuity may be interfered with if his ticket is not elected? Is it not very probable that if Mr. Hesing ceases to be "influential" in politics, some Alderman may inquire whether or not, under the new Constitution, the General Assembly can impose a debt on a municipal incorporation without its consent? Probably the City Council might ask the General Assembly to repeal this obnoxious law.

We subjoin a table showing the amounts paid out of the City Treasury for printing Council proceedings, ordinances, and general notices in the *Staats-Zeitung*, where they are of no legal importance when published:

Bills against City of Chicago on "General Account" (i. e., for publishing *Council* proceedings, and *Ordinances*, and *General* notices)—*not including* any advertising for *Board of Public Works, Board of Education, Board of Police, Board of Health, etc., excepting from the fire of October*, 1871, since which date the amounts charged these several Boards *is* included in the figures below:

(Taken from Comptroller's annual reports, *except* during the *year of the fire*, which is *estimated*):

April 1, 1865, to April 1, 1866, General Account	$ 7,600.90
April 1, 1866, to April 1, 1867, General Account	5,522.51
April 1, 1867, to April 1, 1868, General Account	6,989.33
April 1, 1868, to April 1, 1869, General Account	7,809.70
April 1, 1869, to April 1, 1870, General Account	10,904.83
April 1, 1870, to April 1, 1871 (partly estimated), General Account	7,000.00
April 1, 1871, to October, 1871 (estimated)	5,000.00
October, 1871, to October, 1873 (for all departments)	30,000.00
	$80,827.27
Estimated amounts paid by other departments from 1865 to 1871	5,000.00
	$85,827.27

THE NEXT COUNCIL.

There are soon to be elected twenty members of the Board of Aldermen. The Common Council of Chicago has an almost unlimited power of expenditure and taxation. Fortunately, owing to the present size of the municipal debt, the city has no power to issue bonds, so that whatever it expends has to be paid by direct taxation. We need hardly point out to the people of Chicago how desirable it is to have an honest and competent City Council. At present, parties are nearly equally divided in the Council; and by parties we mean, first, those who are fit for the place, and are also honest men; and second, those who follow the business of Alderman for a living. These two parties in the present Council are so well defined that any person at all familiar with Council proceedings can name the members that belong to the two classes without any difficulty. History furnishes no precedent for the voluntary retirement of a scalawag Alderman; he must be voted out by the people. The Law-and-Order party has a pretty efficient ward organization, and ought to see to it that in each of the twenty wards there is *one* respectable citizen of ability and integrity nominated for the Board of Aldermen. By a proper effort in this way, and under an assurance of support at the polls, respectable men can be induced to take the somewhat thankless office now so largely monopolized by those who ought never to have been elected. Heretofore, popular efforts to secure good city governments have been exhausted in the nomination of candidates for general offices, and the election of Aldermen has been left to chance. Now is the time to correct this by securing in every ward a man who will serve honestly and efficiently, and not for what he can make out of the place. There is not a ward in the city where such a man cannot be found. It is possible to put the whole character of the Council beyond doubt or question as to integrity for two years to come. It is essential, however, that the voters of Chicago take an interest in this matter, at least to the extent of going to the polls to defeat improper candidates.

HELP FOR MEMPHIS.

The only compensation great calamities bring is new evidence of human love and charity. For two years and more, fire, flood, and pestilence have stalked about the earth, dealing death and disaster in nearly every quarter of the globe. Whenever and in whatever form the destroyer has made his appearance, he has contemptuously overriden the obstacles that science has thrown in his way, and succumbed at last only to the sublime and untiring efforts of charity, the greatest of all virtues. In all the inventions of the enemy, he has never assumed so hideous a mien as in the scourge which has visited Shreveport and Memphis. It would seem to be his last and greatest effort to weary mankind of well-doing, and he must be abashed there as he has been in flame, famine, flood, tornado, and plague elsewhere. One would say that the glorious martyrdom of a single Mattie Stephenson would drive him off with hanging head. And yet he goes not. The heroics of former days must yield the palm to the simple devotion and glorious courage that prompt a young girl to plunge headlong into a loathsome pestilence, which makes strong men tremble and appals the devotion of the truest womanhood. This is what Mattie Stephenson, an obscure country-girl of Illinois, did. She had no special call to Memphis. There was no husband, nor brother, nor sweetheart there to whom she was attracted by selfish or personal affections. She left home with only the garments she wore—perhaps she thought she would never need any more—and without the knowledge or consent of her relatives; she paid her own passage to Memphis; she made no ostentatious proffer of her services; her only ambition was to serve the sick and suffering of the stricken city; she visited scenes which terrified the strong hearts of those who had had time to become used to the plague; she accepted no pay for her duty; and, when the horrid disease laid its vicious hands upon her, she died with the single regret that her usefulness had been cut short. Her first service was the care of a young wife, with whom the disease had precipitated premature child-birth. Though such a girl as Mattie Stephenson must have had the strongest instincts of maternal sympathy and a full appreciation of the double horror of her patient's condition, she alone was brave enough, among all the women there, to face the situation. No wonder the City of Memphis forgot the plague a moment to admire heroism like hers. No wonder the Howard Association, and the city officials and the clergy, and the nurses, stole away from their duties a brief half-hour to do her reverence. The poor girl is described to have been—she must have been—a shy and gentle creature, unconscious of the good she was doing. Hers was a martyrdom that the world cannot afford to forget; and when, hereafter, the names of Florence Nightingale, Grace Darling, and the others are recalled, that of Mattie Stephenson should head the list, resplendent with a glory that is almost superhuman.

Mattie Stephenson has not been alone in the sublime devotion called out by the fearful scourge which has visited the Southern cities. There was a beautiful and accomplished girl of Philadelphia, named Agnes Arnold, who hastened to Shreveport at the first general call upon humanity. She was the daughter of a deceased United States Navy officer, and the adopted daughter of a citizen of Philadelphia, whose name she bore. She had a good home and kind friends, and was betrothed. The pleasures of youth, the attachments of friendship, the first love of a fresh heart, and all the selfish sentiments of association and affection were exercised in her case to keep her at home. She broke with all these, and hurried away to duty and to death. Her affianced husband could not stay behind. He followed her in a few days, and, soon after his arrival at Shreveport, was stricken down and died. Agnes Arnold did not flinch even at this hard blow. She still went about doing good as a volunteer nurse, till one night, completely overcome with physical fatigue in watching at the bedside of a sick child, she could hold her head up no longer, fell down a stairway, fractured a thigh, and died in great agony. The "Angel Agnes," as they call her in Philadelphia, and her intended husband, are now on their way home in coffins. Mattie Stephenson in Memphis, and Agnes Arnold in Shreveport, have surely not been alone in their martyrdom. There must be scores of unwritten heroes and heroines who have given up all the comforts of home and all the affections dearest to the human heart to court the most horrible forms of death for charity's sake. If it were not so, Memphis would be to-day but one huge pest-house, the disgrace and terror of a civilized country.

We have a motive in drawing special attention to such heroism other than that of celebrating the virtues that are left to poor humanity. If there are men and women who dare to sacrifice homes, friends, love, and life to the relief of such suffering as a noxious plague brings with it, which of us can afford to refuse money to pay their expenses, to care for the afflicted, to buy bread for the starving, to furnish medicine for the sick, to clothe the orphans, and to bury the dead? What are contributions of money when brought side by side with devotion like that of Agnes Arnold and Mattie Stephenson? We merely buy immunity from a personal sacrifice which every one of us owes as much as did these poor girls. It is cheap at any price that can be reckoned in dollars and cents. Memphis still needs money. She should not need it one day longer. We printed yesterday the following call:

OFFICE OF HOWARD ASSOCIATION, MEMPHIS, Oct. 22.

To all sympathizing with suffering humanity everywhere:

The yellow fever is not abating. God only knows when it will. Scores of new cases appear daily. Over 1,000 are now sick. Our funds will not pay expenses six days. From the sick and dying a cry of distress and suffering comes, great and loud. For their sake send money and relief to procure nurses, stimulants, and nourishments. We require more than ever. Send donations to A. D. Langstaff, President of the Howard Association.

By order of A. D. Langstaff, President.

(Signed) A. E. Frankland, J. G. Linsdale, J. J. Murphy, J. H. Edmundson, W. J. Smith, Special Committee.

No man can read this and feel that it is not addressed direct to him. Chicago and the Northwest must respond again. We must go on contributing money, day by day and week by week, as long as Memphis needs it. A thousand financial panics cannot be compared with one such plague as Memphis has. As long as mere money will help to alleviate the sufferings of the stricken people, and as long as there are heroes and heroines who sacrifice their lives in the cause, there must be no stint. Wipe out the record of what has been sent forward already and begin over again. The canvassing committees must go to work. They can meet with no refusal now. People must not wait to be solicited. Let them send their money to any member of the Memphis Relief Committee known to them, or to N. K. Fairbank, No. 45 LaSalle street, who is the Chairman. Whatever else Memphis may suffer, she must not suffer for money at this time.

IOWA ELECTION.

Some of the local results of the election in Iowa are as curious as the general result is surprising. Lee County gives Vale (Anti-Monopoly) 555 majority for Governor and elects a Republican Senator and two Republicans and a Democrat Representative in the Legislature. Howard County gives Carpenter (Republican) 1,200 majority for Governor, and elects an Anti-Monopoly Democrat to the Legislature by 225. Dubuque gives Vale 1,413 for Governor, and a Republican Senator 499. Jackson County gives Vale 764, and a Republican Representative 134. Linn County gives Carpenter 543, and elects an Anti-Monopoly Democrat to the House. In Winnesheik County pretty much all the votes (2,300) are said to have been for Gov. Carpenter, and yet the Legislative tickets required a close official canvas, electing a Republican Senator and two Anti-Monopoly Representatives. These are only a few specimens. Nor do the State tickets run at all evenly in the several counties, there being already noted variations of several hundred votes in some of them, and a change of majorities, between candidates for Governor, Lieutenant-Governor, Supreme Judge, and Superintendent of Public Instruction. It is true that Carpenter's own County of Webster gives 14 majority for Vale, and 128 for Vale's Lieutenant-Governor; and if it be true (as rumored) that Vale's own County of Van Buren gives a small majority for Carpenter, but elects Vale's local ticket by 700 to 1,000, then, indeed, are the uncertainties and the comities of the election well mixed. It is not improbable that the indignant electors in Clinton County who voted Vale's ticket entire because they could not scratch the other gave, in their locality, the largest proportion of unscratched ballots to be found in the whole State. It is out of such debris as this that the Republican managers at Des Moines and Cedar Rapids have been, for a whole week, trying to figure majorities on Governor and Legislature. With the best they can do, and allowing all they claim, the House is a tie (50), or, perchance, only one or two majority Anti-Monopoly, and Carpenter's majority may be 20,000, or may not be more than 5,000. The last one of the rural ballot-boxes, in any county, has been as apt as not to upset the whole calculation, and sixteen counties are as yet wholly unheard from, on the Governor vote. The Governor vote was everywhere esteemed of no importance, and was therefore counted last, and, in a majority of cases, not returned for publication with the rest. The people seem to have looked on the 60,000 Grant majority as an abstract terror, but they knew they could smash the local majorities, and they did it every time.

THE SALARY-GRAB AND THE NEXT CONGRESS.

We understand that some forty or fifty members of the next Congress will go to Washington this winter with as many different bills in their pockets for a repeal of that portion of the salary bill of last session which increased the Congressional pay and provided for the back-pay. In other words, there appears to be a scramble among a large portion of the politicians for priority in appeasing the wrath of an outraged people without removing the chief scandal and original design of the salary-grab, which was to double the salary of the President. Back-pay was merely thrown to the retiring members, as Congressman Willard shows, to secure their co-operation. They can't be damaged any further. The purpose of the forty or fifty Congressmen who carry in their pockets the forty or fifty plans for modifying the salary-steal is not very exalted at the best; but, even such as it is, it is to be hoped that they will not get into such hopeless confusion in their rush for the first honors that they will upset each other, and prevent the repeal altogether. There is shortly to be a caucus of the Republican side of Congress. It is reported that Gen. Butler will take ground in favor of excluding all the Credit-Mobilier Congressmen from prominent places in the organization of the House and its committees. In that case, it is more than likely that some Credit-Mobilier Congressman will retort with the proposal to exclude all the salary-grabbers. As these two classes compose a large majority of the Republican caucus, it will probably get into an interminable wrangle of crimmations and recriminations. In this case, it is to be feared that the forty or fifty bills now in the pockets of the forty or fifty ambitious reformers will be forgotten.

There is only one way in which the next Congress can dispose of the salary question to the satisfaction of their constituents, and this is to repeal the whole law, including the increase of the President's salary. If the objection be made that it is unconstitutional to diminish the President's salary "during the *period* for which he was elected," we answer that it was unlawful to increase the President's salary "during the *period* for which he was elected." The Forty-second Congress increased the salary unlawfully, as we maintain, but there is now no one to test the question. If the Forty-third Congress shall repeal the act, the President will apply to the Courts to ascertain whether such repeal is lawful or not. If the Courts decide that it was constitutional to double the President's pay during the *period* for which he had been elected (Gen. Grant having been elected for both his first and second terms before the increase), but unconstitutional to reduce it during the same *period* to what it was before the increase, then, and not till then, will he be entitled in the estimation of the people to draw his $100,000 additional compensation. It is probable that Mr. Roderick R. Butler, of Tennessee, will make a pathetic appeal to leave the President's salary where it is, on the ground that he will be reduced to beggary if he has only $25,000 a year. We have a notion, however, that this appeal to the sentiment of humanity will not be so potent in deterring the ambitious Congressional reformers from reducing his pay as the danger of seeing their friends removed from office. Gen. Grant holds the whip, and has been known to use it freely in cases of this kind. Hence the disinclination to meddle with the Presidential pay, except in the way of a rise.

We give warning that no half-way tinkering of the salary-steal will satisfy the people. Any gentlemen who expect to make personal capital out of propositions for compromise will meet with disastrous failure. The action on the salary-grab will be the hinge on which the other legislation of the session will turn. If Congress shall at the outset make a clean sweep of the most glaring iniquity of the last session, it will be an evidence that public opinion has not yet lost its power in the land. It will be notice to jobbing Congressmen and lobby thieves that they will get themselves into trouble if they attempt to put their hands in the Treasury in the present condition of the public mind. But if the Forty-third Congress shall temporize with the salary question, look out! It will be an announcement to the lobby that they are prepared to defy public opinion. Then Northern Pacific will march its column boldly to the front, and probably carry the citadel by storm. There is no surplus money in the Treasury, but the Northern Pacific bankrupts will be satisfied with Government bonds. After them will come the formidable array of bankers, headed by Henry Clews, who hold Southern State bonds and want the Government to guarantee them, and close behind will come Commodore Vanderbilt, wanting the Government to buy out a telegraph company. They will be supported by the whole gang of carpet-baggers. Then the cotton claim, the Agricultural College swindle, the James River Canal, and a host of lesser schemes for subsidy will knock at the door and clamor for money. The next Congress will be beset with temptations, and it will probably stand or fall according to its action in regard to the salary-grab.

AMERICAN SHIPBUILDING.

On Wednesday, the National Board of Trade with great unanimity rejected all the proposed recommendations upon the subject of Government aid to shipbuilders. The three propositions were: 1. A bounty or subsidy of a fixed sum per ton for each ship built in the United States. 2. That all vessels be allowed a drawback on all foreign products needed for their outfits. 3. The admission of foreign-built ships to American registry. These three propositions have been before the country for several years. The first and third have been considered as somewhat antagonistic, while the second has been generally conceded as just. The third proposition, though seemingly in the interest of free trade, taken by itself would be unfair. So long as everything entering into the construction of a ship or steamer is taxed, it would be unjust to compel the builder to pay taxes on his raw material, and at the same time admit the foreign ship free of duty. Nevertheless, it is difficult to understand why a vessel built in a foreign land, but owned by American citizens, may not be allowed to carry the American flag.

But the National Board of Trade is to be congratulated on the unanimity with which it asserted its opposition to bounties, and subsidies, and special legislation in favor of any branch of industry at the expense of others. This is an advance towards freedom of trade that is worthy of all commendation. It is an assertion of the true principle of government, that each industry and occupation should stand on its own bottom. The shipbuilding interest represented in the Convention declared that they did not want subsidies or Government aid, and if left alone would soon be able to compete with the shipbuilders of other lands. This ability to compete with foreign shipbuilders has been accomplished in spite of the protective policy. The great advance in the price of foreign coal, and the consequent advance in the cost of iron, has brought the price of the raw material in England so near to a par with that in the United States that competition is once more practicable, and the obstruction in the way of iron shipbuilding caused by the American tariff has been overcome by the leveling up of British and other European prices.

NOTES AND OPINION.

The Republican party in Iowa has all along, this year, claimed to be more Anti-Monopoly than the Anti-Monopolists. Therefore, the election result and classification of the Legislature should be stated thus: Senators holding over—Monopoly, 17; Anti-Monopoly, 6; More Anti-Monopoly, 5. Senators elected this year—Anti-Monopoly, 13; More Anti-Monopoly, 9. Representatives—Anti-Monopoly, 33; More Anti-Monopoly, 47. Total in joint ballot—Monopoly, 17; Anti-Monopoly, 72; More Anti-Monopoly, 61. The seventeen are a part of those Senators elected by the Republicans in 1871, before that party discovered that it was The More Anti-Monopoly Party; but, if we allow the claim that the Republican party always was an Anti-Monopoly party, their election at all and their present status cannot be accounted for. It is only misguided Republican papers of Down East that claim a glorious Republican victory in Iowa, defeating Anti-Monopoly; and these misguided papers haven't heard the news.

—The Des Moines correspondent of the Dubuque *Herald* is entirely incredulous about a Republican caucus being set up in the Iowa Legislature, this winter, and says:

It is hinted that one or two of the over-holding Senators so confidently counted on, have learned a good deal during the past month or two, and are inclined to be a little scary about going into a ring-Republican caucus. And what about this?

The same Des Moines correspondent writes in the Dubuque *Herald* of the Governor vote, saying:

This reduction of the former 60,000 majority shows that had the fight been on Governor, and the people convinced that there was a chance of Carpenter's defeat six weeks previous to the election, the probabilities are that our pleasant Governor would have retired to private life in January next. . . . When it is considered there was virtually no State organization of the Anti-Monopoly party, and the election of the Republican State ticket conceded on all hands, this reduction is almost unprecedented in political history. It is a grand triumph. If this can be done without organization and without hope of success, what could and can be done with a thorough organiza[...] confident hope of success?

—The Waterloo *Courier* (M. C. Woo[...]aper) declares that the Republican p[...] Iowa, having now declared itself to be Th[...] Anti-Monopoly Party, must keep its wo[...] says to Representatives in the Legislature[...]

Let there be no prevarication, no evasion, no[...]ing, but a brave and honest performance of du[...] other course than this will provoke a storm o[...] nation which will bear them down before it, a[...]ly, too, for neither the situation as to issues [...] temper of the people will permit halting, cowar[...] betrayal. If the Republicans do not boldly [...]cerely meet the issues on which the campa[...] fought, they will deserve and receive a conde[...] as terrible as it will be wholesome. If our pa[...] to redeem its pledge to the uttermost consiste[...] law, let it be branded with the mark of Cain. [...] time for trifling.

—The election in Pottawatomie (Council Bluffs), Iowa, turned on whethe[r] Grenville M. Dodge's bank should conti[nue to] carry the county funds; and Gen. Dodge's [...] was cleaned out. The independent [...] smashed the whole Republican ticke[t] formed around Dodge's bank.

—The Burlington (Iowa) *Hawk-Eye* no[w de]clares that "Bolting is one of the c[...] principles of the Republican party," a[nd] King Caucus will have no terrors at Des M[oines] this winter. It says:

From every point of view we think those w[...] elected Opposition *candidates* should insist [...] shall be Opposition *members*, and shall try wha[t] there is in a formidable opposition to the Rep[...] party, in the General Assembly of Iowa, so[...] that we have not had during the fifteen ye[ars] past.

And the Burlington *Gazette* says:

It is the power of a corrupt political caucus, [...] seductive influence of powerful rings, that has [...] so much laxity in public and private morals. W[...] break down this spirit of bullying men into [...]ing the will of a caucus. . . . We are glad [...] that many of the best men of both parties are d[...] not to be bound by party caucuses only so far [...] private judgments may dictate. This is a fo[...]owing of a better state of political personal r[...]bility. It cannot fail to work purity in poli[...] that is what we want at the present time.

—It is a new experience for most cou[...]pers in Iowa of Republican faith to prepar[e] lines for a local defeat. The Alton *Tribu[ne]* [puts] it in this way:

We are scooped; the enemy holds us [...] baggage; the Brigadier-Generals, the Colone[ls ...] tle corporals, and privates all captured. Th[e] troops fought nobly; but they are bottled [...] Gen. Butler was at Bermuda Point.

The Monticello *Express* describes the [symp]toms which afflict its rooster, who was [...] taken ill about a week ago. The disease is [...] epidemic, as a large number of roosters th[rough]out the State were simultaneously attack[ed with] similar symptoms.—*Burlington Hawk-Eye.*

—Surely the Anti-Monopolists of Iowa [have] great cause to rejoice over the result of [the re]cent election. Before another general [...] the opposition to Grant's Credit-Mobilier [...] will become united and consolidated, a[nd ...] will swing round and become the ban[ner Anti-]Monopoly State in the Union. Let ev[ery op]ponent of monopoly Government wor[k to ac]complish the glorious result.—*Keokuk [Consti]tution.*

—The North Adams *Transcript* (Re[...]) thinks there is not a little danger that the D[em]ocrats may succeed in electing William [...] Governor of Massachusetts. The dange[r ...] realized here. It is considered rather [...] on the contrary.—*Boston Post.*

—The election of William Gaston by [...] ple will be sure to be advanced in this [...] tickets] more than in any other way. T[o ...] him Governor, and still let the Legisla[ture ...] by default, would be of no practical us[e ...] ever to those who would see the inaugu[ration of] reform in the State.—*Boston Post.*

—Such a political turn-over and tur[...] seldom been witnessed, as in Ohio a[nd ...] It was brought about by no political [...] main, but by the stern, sensible, sobe[r ...] thought of the people. It signifies a de[termina]tion on their part to dislodge corrupt [...] condemn Credit Mobiliers, rebuke sala[ry-grab]bers, demand reform in the Governm[ent, and] the restoration of a more economical a[nd ...] administration.—*Illinois State Register.*

—And so poor Philadelphia is to b[e] robbed, cheated, and cursed by as unsc[rupulous] a pack of rascals as ever disgraced a m[unicipal] government. It is evident that Philad[elphia ...] and Philadelphia means, for this purp[ose, the] whole of the State—is so completely u[nder the] thumb of Simon Cameron and his tools [that the] only hope of reform lies in the organiza[tion of a] new State party. Nothing good is to [be ex]pected of either of the old parties.—*Sa[n Fran]cisco Bulletin.*

—*Resolved*, That in the salary [...] Credit Mobilier fraud, the back-pay [...] wide-spread official embezzlement and [...] sand other combinations by which D[emocratic] and Republican legislators and office[rs] have enriched themselves and impov[erished the] people, we find absolute necessity for in[depend]ent action and united effort on the pa[rt of all] who would preserve the purity and int[egrity of] our Government, and we earnestly [invite all] such, regardless of past political affilia[tions, to] join us in removing the evils which so [...] afflict the great body of the people.—*Farmers, near Palmyra, Mo., Oct. 16.*

CASUALTIES.

Noble Efforts of Workmen to Re[scue a] Comrade in Distress.

Special Dispatch to The Chicago Tribune.

PHILADELPHIA, Oct. 23.—Jean Frey, a work[man em]ployed at the Western Lead Works, to-day [fell into a] large vat. Four men attempted to rescue h[im, but] being overcome by the gas therein, were pu[lled out in]sensible. Restoratives were applied, and th[ey recov]ered. A fifth man, named Snyder, also att[empted to] rescue Frey, but he also staid down too long, [and when] pulled out life was almost extinct. He wa[s taken to] the Episcopal hospital, but cannot recover. [Frey's] body was finally recovered.

Killed by a Fall.

Special Dispatch to The Chicago Tribune.

DUBUQUE, Ia., Oct. 23.—A man named He[...]gel, a carpenter, was killed here to-day by fal[ling from] a building. His neck was broken.

A Freight Train on the Pennsy[lvania] Road Demolished.

Special Dispatch to The Chicago Tribune.

PHILADELPHIA, Oct. 23.—About 12:30 th[is ...] a freight train passing over the oil track of [the Penn]sylvania Railroad, near Greenwich Point, r[an over a] horse that was upon the track, instantly k[illing it,] and hurling the engine and eleven cars d[own an em]bankment. The engineer was killed and th[e ...] much injured.

Injured by a Bursting Sand Pa[per] Machine.

Special Dispatch to The Chicago Tribune.

SPRINGFIELD, Oct. 23.—At the pl[...] Hopping & Ridgely, in this city, a sand [...] machine burst, injuring severely three m[en, one of] whom, Ward by name, received a fracture of [...] and it is feared he will not recover.

A Child Fatally Burned.

Special Dispatch to The Chicago Tribune.

LANSING, Mich., Oct. 23.—A child of J. [...] 4 years of age, was burned to death to-d[ay, its] clothes taking fire from the stove.

A Freight-Train Ditched on the [Penn]sylvania Railway, and On[e] Killed.

PHILADELPHIA, Oct. 23.—A train on the Pe[nnsylvania] Railway ran over a horse near Greenwich P[oint this] morning, and eleven freight cars were th[rown from] the track. The engineer was killed and [...] badly scalded.

Three Persons Killed on a G[eorgia] Railroad.

MACON, Ga., Oct. 23.—A freight and pas[senger train] collided near Segan Station, on the So[uthwestern] Railroad, this morning. J. W. Chick, Exp[ress Mes]senger, William Miller, Mail Agent, and o[ne] passenger, name unknown, were fatally, [and] the train hands severely, hurt. Both t[rains] wrecked.

Accident on the Kansas City [Rail]road.

OMAHA, Oct. 23.—An accident occurred o[n the Kan]sas City Road at about half-past 4 this mo[rning near] Traders' Point, to a freight-train. Seven c[ars were] ditched. A brakeman named Parker, who w[as on a] car, was almost instantly killed by the c[ar turning] completely over and falling upon him and [crushing] him. Trains from the South and East we[re delayed] some time.

Three Children Burned to D[eath].

From the Huntington (Penn.) Republican.

The most horrible and heartrending [...] have heard of in some time was the burn[ing of] Scott's dwelling, three miles east of C[...] this county, on Sunday last, with three c[hildren be]longing to Mr. Scott in it. Mr. Scott was [not at] home at the time in Henderson County, and [his wife] had gone over to a neighbor's house on an [errand and] told the children to stay in the house until [she return]ed. Before she got back the house was [...] and the little ones confined therein and c[ould not get] out. They were aged respectively, 6, 3, and [...] The house is supposed to have been set [on fire ...] mother has almost grieved herself to d[eath over the] sad affair, and is now lying very low, not [expected to] recover. She arrived just in time to [see the flames] burned from the bodies of her children.

SUICIDE.

Special Dispatch to The Chicago Tribune.

BLOOMINGTON, Ill., Oct. 23.—T[...] early, John Moreland, of this city, a [drunk]ard, got into a house at Normal, and wa[s] lodged in the calaboose there. While [there he] was attacked with delirium tremens, [and beat his] head against the wall so furiously that [he died to]day from injuries received and [...]

LOCAL POLITICS.

Convention of the Law and Order Party Yesterday.

The Candidates of the Citizens' Union Ticket Indorsed with Two Exceptions.

The Hon. Thomas J. Turner Nominated for City Attorney.

Secret Caucus of the Leaders of the Hesing-O'Hara Mob.

A "Slate" Prepared for To-Day's Convention.

The Law-and-Order Convention, consisting of seven delegates from each ward, and the usual number from the country towns, assembled in Kingsbury Music Hall at 11 a. m. yesterday, and, after organizing, proceeded to nominate a ticket in opposition to the Hesing party. One by one the nominees on the Citizens' Union Ticket were taken up and nominated, with the exception of two of the nominees for County Commissioner. This immaterial discrepancy between the tickets will be compromised in due time, and the Law-and-Order party will go forth in solid phalanx against the common enemy. The action of the Convention cemented the union that was inaugurated by the formation of the Citizens' ticket, and every man who feels an interest in the reputation and well-being of Chicago and Cook County retired last night feeling that the future was safe, and that the unholy combination formed to capture the Government would be totally and ignominiously routed.

COMMITTEE OF SEVENTY.

ITS CONVENTION.

The Convention of the Committee of Seventy was called to order in lower Kingsbury Hall at about quarter past 11 o'clock yesterday forenoon by Judge Gookins, and, after considerable rapping, the delegates quieted down, and Mr. Philip Myers, Secretary, read the call for the Convention and the platform as issued by the Committee of Seventy. The full delegations were already present, and by the time the call was read the hall was moderately quiet. Mr. R. P. Derickson then moved that a

COMMITTEE ON CREDENTIALS

be appointed to consist of seven members. The following were accordingly appointed: R. P. Derickson, D. J. Lyon, J. O. Brayman, John P. Daily, C. J. Hurlbut, Dr. R. C. Hamill, and Monroe Heath.

PERMANENT ORGANIZATION.

Judge Bradwell then moved that a committee of seven be appointed on permanent organization, and the motion being carried the following were appointed: J. B. Bradwell, H. B. Brayton, John Norton, J. Sandberg, H. B. Hurd, G. M. Abbey, and H. C. Morey.

EIGHTEENTH WARD DELEGATION.

A delegate from the Eighteenth Ward arose to call attention to the fact that there were two sets of delegates claiming to represent that ward, and moving that some gentleman from that ward be put on the Committee on Credentials, and suggesting the name of Dr. Cunningham. The matter was finally left to the Committee as it was first appointed. The credentials were then called for, and the names of the Committee of Seventy were called to learn what vacancies existed in the Convention.

THE ROLL CALLED.

The Committee on Permanent Organization having retired for consultation, the time was occupied for some minutes in endeavoring to obtain quiet, and in getting the different delegations to sit together, and to keep order. The roll-call of the Committee of Seventy then proceeded, showing the number of members of that body present.

The Secretary then called the roll of the sub-committees of the Committee of Seventy.

THE NOISE AND CONFUSION

throughout the hall being very great, Capt. Connett rose and suggested that a sergeant-at-arms be appointed to keep order, and a motion was made to that effect, but, O. L. Mann objecting very strenuously to such a proceeding in a Law-and-Order Convention, the motion was not put, though the noise did not abate.

The roll-call being completed, the President called attention to the number of vacancies in the Committee of Seventy, and, on motion, the Executive Committee was authorized to fill these vacancies. The roll was then handed over to the Executive Committee, who retired to consult.

A RECESS TAKEN.

While waiting for the reports of the Committees on Permanent Organization and Credentials, Ald. D. W. Clark moved that the Convention adjourn until 1 o'clock, to give those Committees time to prepare their reports. This motion was gratefully received by the majority of the delegates, and it was therefore carried.

When the Convention reassembled, the Chairman of the Committee on Credentials reported that all the wards were represented but the Twentieth.

The following were

THE DELEGATES:

First Ward—James B. Bradwell, D. J. Lyon, D. H. Hammer, Henry Lincoln, G. T. Graham, P. H. McLogan, and W. E. Bishop.

Second Ward—G. W. Miller, L. DuBois, T. Carson, J. H. Jordan, William Wallace, Sam Davenport, Andrew Lange.

Third Ward—R. C. Hamill, C. L. Wilson, F. C. Vierling, P. Ryan, W. Baker, B. C. Jones, B. J. Wakeman.

Fourth Ward—John H. Clough, A. C. Calkins, Wirt Dexter, Murry Nelson, Marshall Field, I. W. Buell, Mark Kimball, C. S. Tappan.

Fifth Ward—P. P. Mathews, S. A. Irish, J. L. Woodward, P. A. Hall, D. S. Covert, H. H. Bullen, H. B. Brayton.

Sixth Ward—Dr. Higgins, John T. Richards, George Hilton, T. B. Wakeman, Richard Cole.

Seventh Ward—James Fitzsimmons, Sandford Washburne, John Roberts, Christian Larson, M. Schiller, John Durkin, M. Hearth.

Eighth Ward—John Cowry, Matthew Fleming, B. C. Wright, John Gleeson, Ira Parrish, John Daley, J. C. Mead.

Ninth Ward—M. M. Miller, P. Waller, M. W. Ordway, M. Fitzgerald, J. J. Lassum, P. Nacey, J. B. Scanlon.

Tenth Ward—D. W. Clark, Jr., A. E. Bishop, J. J. Montague, H. C. Morey, A. Plamondon, C. G. Haymen, C. G. Woodman.

Eleventh Ward—P. Haywood, L. M. Sterling, John McCarty, Henry Clark, John E. Ferguson, W. M. Stokes.

Twelfth Ward—J. B. Briggs, J. W. Connett, J. R. Latham, Richard O'Malley, M. E. Cole, D. J. Avery, M. Heath.

Thirteenth Ward—N. Moore, George Sherwood, J. S. McFarland, J. L. Campbell, John Freeman, P. E. F. Burtis, G. N. Abbey.

Fourteenth Ward—B. Quirk, J. L. Whitlock, S. J. Coyne, A. Rockwell, M. G. O'Connor, C. G. Dixon, M. French.

Fifteenth Ward—J. E. Trowbridge, John Norton, Thomas Waldron, John Nash, John Birsh, J. Anderson, John Finn.

Sixteenth Ward—B. A. Miller, H. O. McDaid, Jeremiah Sullivan, Eugene A. Sittig, J. A. Small, John H. Claybourne, J. C. Barker.

Seventeenth Ward—F. L. Chase, James E. Murray, James R. Hugunin, Martin Doyle, Nicholas Cullen, Christian Engle, Richard Sullivan.

Eighteenth Ward—Geo. P. Cunningham, Patrick Berry, Michael Drew, John Mullen, W. T. Crouse, W. H. Hagey, J. M. Sandberg.

Nineteenth Ward—C. J. Hurlbut, J. B. Hobbs, J. Reid, S. S. Greeley, Peter Cunningham, Z. B. Taylor, Dennis O'Connor.

Twentieth Ward—Not represented.

Cicero—W. H. Austin, F. A. Smith.

Evanston—E. R. Paul, Wm. Dickinson.

Barrington—Wm. G. Waterman.

Lemont—Joel A. Wells, H. M. Singer.

New Trier—John T. Dale, O. S. Goss.

Lake View—Charles L. Sundell.

Newspapers—C. G. Linderborg, *Hemlandet*; C. F. Peterson, *New World*.

Committee of Seventy—S. A. Kean, J. O. Brayman, A. Bellamy, Frank Kelly, Thomas Moulding, J. E. Fay, A. E. Coulton, Daniel Worthington, J. B. Briggs, T. M. Vancourt, C. L. Thompson, E. E. Moore, J. M. Hammond, A. Paxton, George P. Hanson, W. H. Wells, A. R. Van Doren, Michael Barrett, A. Anderson, M. C. Dean, J. W. Dean, W. M. Devoy, H. A. Penfield, B. Quirk, O. L. Mann, James Quirk, R. P. Derickson, J. A. Enander, W. A. Bartlett, William Speight, J. M. Whitehead, A. H. Walker, J. W. McGenniss, B. B. Stone, Alexander McKenzie, S. B. Gookins, C. C. Bonney, W. Woodard, Philip Myers, M. C. Kelley, H. B. Hurd, Ingwell Oleson, Simeon Mears, R. P. Collins, P. W. Gates, G. H. Sidwell, J. Sullivan, W. H. Phare, Dr. L. S. Major.

PERMANENT ORGANIZATION.

The Committee on Permanent Organization reported the following names:

President—George Sherwood.

Vice-Presidents—Marshall W. Field, E. R. Paul, E. F. Runyan, J. L. Campbell, J. L. Woodward, H. O. McDaid, Mathew Fleming, P. Hayward, John H. Clough, Gen. O. L. Mann, P. P. Mathews, Michael McCauley, J. B. Briggs, J. W. Connett, Dr. R. C. Hamill, F. L. Chase, Ingwell Oleson.

Secretaries—Philip Myers, J. A. Enander, John T. Dale.

The report was adopted, and the officers duly installed.

Ald. Sherwood came forward and took the chair. He thanked the meeting for its choice, and regretted that it had not done better. He relied upon the Convention to carry out the spirit of law and order.

THE COUNTY FUNDS.

Mr. A. H. Walker offered the following resolution, and moved its adoption:

Resolved, That this Convention will nominate no candidate for County Treasurer unless such candidate will pledge himself, if elected, to pay into the County Treasury all sums of interest that may accrue upon moneys belonging to Cook County which are from time to time committed to his keeping.

Mr. Walker said in support of his motion that it was well known the amount of the balances in the County Treasury averaged from $500,000 to $1,000,000, the interest on which had hitherto been regarded as the personal property of the County Treasurer. Mr. Gage had already set the example by the payment of $130,000 interest to the city funds in contrast to this. He thought those things ought to be rendered to Cook County which belong to Cook County. He advocated the resolution not in favor of any one man, but upon general principles.

A motion was made that the resolution be laid upon the table, but was ruled out of order.

The previous question was called for, and ordered, and a vote taken on the resolution, which was adopted.

THE PACIFIC HOTEL TICKET.

Mr. Rice A. Miller said that in accordance with instructions from his ward, and in accordance with his own feeling, he offered the following resolution:

Resolved, That the Convention adopt, by acclamation, the ticket nominated on Saturday at the Grand Pacific Hotel, and known as the Citizens' Union Ticket, with the exception of City Attorney, the nominee having declined.

It was moved by Ald. Quirk that the resolution be laid upon the table, and on taking the ayes and nays, the motion was carried.

Mr. Kelly moved that a Committee on Resolutions be appointed, which was adopted.

GETTING ROUND IT.

Mr. Campbell moved the following resolution:

Resolved, That this Convention recommend the following ticket to the suffrages of the citizens of the City of Chicago and the County of Cook, to be voted for on the 4th of November next.

The ticket was that adopted at the Pacific Hotel.

TAKE IT IN SECTIONS.

Judge Bradwell moved as an amendment that the Convention proceed to ballot for officers to be elected this fall, commencing with the Mayor, and that in taking the vote the Secretary call the wards and towns, and that the Chairman of each delegation report how each delegation vote.

Ald. Campbell rose to a point of order. The amendment was not in order, not being germane to the original motion. The Chair ruled the point of order not well taken.

Judge Bradwell's motion was agreed to.

H. B. Brayton moved that the vote be taken viva voce by wards and delegations, and that the Chairman announce each vote. Carried.

FOR MAYOR.

Judge Gookins nominated for the office of Mayor the Hon. L. L. Bond. He wished, before the voting began, to have some correspondence between the Convention and the nominee to be read.

The correspondence was read, as follows:

CHICAGO, Oct. 22, 1873.—*Hon. Lester L. Bond*—DEAR SIR: You have been requested by a respectable body of citizens to become a candidate for the office of Mayor at the approaching municipal election. The representatives of Law and Order will hold a convention to-morrow, for the nomination of candidates to be supported by them at that election. The office of Mayor is the most important one to be filled. We wish for the best man, regardless of nationality, sect, or party, for the place; one who is in accord with our principles. We demand that there shall be honesty and strict economy in the management of our finances to the end that all expenditures be limited to the actual needs of the people, and that taxation be lightened as far as possible. We demand that the laws shall be enforced, for the protection of person and property. We claim that the protection of every member of society, regardless of age, sex, or condition, in person, property, and freedom, is the supreme object and duty of Government. We claim that every person has a right, so far as human law is concerned, to his own opinions, and to act upon them as he shall deem best, and to engage in any lawful traffic, and to all the guaranties which the law affords, for its conduct and management. But upon the question of what kinds and modes of traffic are injurious to the citizen, as promoters of disorder, ignorance, pauperism, and crime, and consequent unnecessary taxation, the aggregate will of the people in supreme, and must be obeyed. And to be specific on this point, we insist that the saloons shall be closed on Sundays; that the licenses of those who violate the law shall be revoked, that keepers of these establishments be required to give bond, as required by law, with good security, for the protection and indemnity of those who suffer from violation of the law, and that the law be enforced by a faithful and efficient police, to the end that crime be diminished and public order maintained. We respectfully ask if the principles we have announced meet with your approval. If they do, we pledge to you such a support as, we believe, will secure your nomination and triumphant election, with a result which will give to our city a character and attitude she is entitled to possess and to occupy before the world. By order of the Committee,

S. B. GOOKINS, Chairman.

MAYOR'S OFFICE, CHICAGO, Oct. 22, 1873.—*Hon. S. B. Gookins—Dear Sir*: Your letter of to-day is at hand, and in reply I have to say that, if the people assign to me the duties appertaining to the office of Mayor, I shall earnestly endeavor to have all of the financial interests of the city honestly and economically administered, and to that end will do all that the Mayor can do. With regard to the other points, I have to say that no executive officer can stand in any other position than that contained in the oath of office, "that he will faithfully and impartially execute *all* of the laws to the extent of his ability, and, in the discharging of his duties, protect our citizens in their personal and property rights, and in the prosecution of all lawful business enterprises, regardless of the condition of such persons." As this is the effect of the oath and the position of an executive officer, it is apparent that I cannot make an exception of the Sunday law, and this necessarily includes the exercise of all lawful means for its enforcement. It is my purpose to devote my whole energies, if elected, to secure such a government as will promote the safety, honor, and welfare of the whole people, and to maintain the good name and credit of our city. No man can do more than this, and no honorable man can do less.

LESTER L. BOND.

Judge Bradwell said it gave him pleasure to second the nomination, if there was no opposition. He, therefore, moved that Mr. Bond be nominated by acclamation.

The motion was put and unanimously carried.

On motion, a committee, consisting of the following named gentlemen, was appointed to wait on Mr. Bond and inform him of his nomination: Mr. Hayman, Ald. Moore, and Judge Bradwell.

CITY TREASURER.

Mr. Brayman moved that D. A. Gage be nominated for City Treasurer by acclamation.

The motion prevailed.

CITY COLLECTOR.

The Hon. A. L. Morrison was nominated for City Collector by acclamation.

CITY ASSESSOR.

Mr. Hurd moved that Mr. W. B. H. Gray be nominated for City Assessor. It was agreed to.

CITY ATTORNEY.

Mr. Walker nominated Mr. Thomas J. Turner for City Attorney.

Mr. Hurd said if Mr. Turner was nominated he would accept.

Mr. M. C. Kelly was also nominated.

Mr. Campbell moved that the nomination of City Attorney be referred to a campaign committee.

The Chair ruled Ald. Campbell out of order.

E. J. Whitehead, J. C. Barker, O. P. Ingersoll, M. A. Delany, and M. J. Dunne were also nominated.

Capt. Connett did not want any one-horse lawyer nominated.

Mr. Campbell asked if Mr. Turner had not declined.

Judge Gookins said that he received that communication while Temporary Chairman, and Mr. Hurd had seen him subsequent to its presentation, and had been assured by Mr. Turner that, if nominated, he would accept.

A ballot was then had, resulting as follows: Number of votes cast, 172; necessary to a choice, 87; Turner, 118; Barker, 5; Whitehead, 0; Kelly, 9; Delany, 2; Ingersoll, 0.

Mr. Turner was declared the unanimous nominee of the Convention.

CLERK OF THE POLICE COURT.

Mr. C. R. Matson was nominated by Mr. Oleson for Police Court Clerk.

Mr. Trowbridge nominated Mr. Richard Condon, as a mechanic.

Ald. Quirk wanted to nominate Mr. L. B. White, a colored man, to strengthen the ticket.

Capt. Connett believed in standing by the nominations of the Pacific Hotel.

The vote on Police Court Clerk was taken, but the friends of Mr. Condon, before it was concluded, withdrew his name, and the nomination of Mr. Matson was made unanimous.

SUPERIOR COURT JUDGE.

Mr. D. J. Asay nominated Judge Porter for Judge of the Superior Court.

Judge Porter was nominated by acclamation.

JUDGE OF THE COUNTY COURT.

Judge M. R. M. Wallace was unanimously nominated for Judge of the County Court.

COUNTY CLERK.

Capt. J. W. Brockway was nominated for County Clerk by acclamation.

CLERK OF THE CRIMINAL COURT.

Mr. W. K. Sullivan was unanimously nominated for Clerk of the Criminal Court.

COUNTY TREASURER.

Mr. Walker nominated for County Treasurer Mr. S. A. Kean, whom he pledged to pay the interest on county deposits into the County Treasury.

D. J. Lyon nominated Phil Wadsworth. [Applause.] He was heartily in favor of the spirit and letter of the resolution adopted by the Convention.

A communication was received from Mr. Philip Wadsworth, as follows:

CHICAGO, Oct. 23, 1873.—*To the Chairman and Gentlemen of the Law-and-Order Convention*—*Sirs*: In response to the resolution requiring your nominee for County Treasurer to pay into the County Treasury all sums of interest received on funds intrusted to his care, I hereby indorse the resolution and will abide by the terms, should I be elected to that office. Yours, etc.,

PHILIP WADSWORTH.

Mr. Walker said the question had been raised about the expediency of supporting the Pacific Hotel nominations. He had been present at that meeting, and had the honor of voting against Mr. Wadsworth. Because forty or fifty self-appointed gentlemen nominated a ticket, he did not feel bound to support it.

The Convention listened to him with great impatience.

Gen. Mann said a morning paper had attempted to break the centre of the ticket by attacking Mr. Wadsworth. The other side would like nothing so much as to see him dropped.

Cries of "Question" now arose, and Mr. Walker was greeted with hisses for his persistency. Thereupon he withdrew the nomination of Mr. Kean.

Mr. Wadsworth was, therefore, nominated unanimously by acclamation.

COUNTY SCHOOL SUPERINTENDENT.

Mr. Albert G. Lane was unanimously nominated for County Superintendent of Schools.

NORTH SIDE COUNTY COMMISSIONER.

The nomination for County Commissioner from the North Side brought the following names forward: Peter Cunningham, M. S. Olin, John Sullivan, E. A. Lynn, and Eugene A. Sittig.

A ballot was had upon the nominations, resulting as follows: Number of votes cast, 179; necessary to a choice, 90; Cunningham, 31; Olin, 83; Sullivan, 55; Lynn, 9; E. A. Sittig, 11. There being no choice, another ballot was had, Messrs. Cunningham and Lynn withdrawing.

It resulted as follows: Number of votes cast, 173; necessary to choice, 87; Sullivan, 76; Olin, 81; Sittig, 16.

A third ballot was had, resulting as follows: Whole number of votes cast, 173; necessary to a choice, 87; Sullivan, 90; Olin, 83.

Mr. Sullivan was declared nominee of the Convention, and his nomination made unanimous.

REMARKS OF L. L. BOND.

At this time Mr. L. L. Bond, the nominee for Mayor, entered the room, and, on motion, the business of the meeting was for the time suspended, to allow the gentleman to be presented to the meeting. This the Chairman did in fit terms, when Mr. Bond addressed the meeting, thanking them for the compliment of their nomination. He said that that they had already been made acquainted with his position by the communication read by the Chairman. So far as the economical administration of civic affairs is concerned, he said it was a matter which will rest in the hands of the Council. At the same time he would do what he could towards the diminution of taxes. He would not go into any matter in connection with the Police Department, which, he said, was just now in a state of confusion. The present complication of police government required abolition by legislation. He thought that if the Mayor's bill expires in March next the Mayor will be an ornament, and nothing else. He understood that the meeting had nominated as one of the Police Commissioners a man who will make an excellent officer. He would try, if elected, and do his best to serve the city in a way which would meet with their approbation. After again thanking the meeting, the coming Mayor sat down amid loud applause.

CAMPAIGN COMMITTEE.

Mr. H. B. Hurd then moved that one man from each ward, and five from the country, be appointed to act in conjunction with such persons as may be selected by the candidates as a campaign committee.

The motion being agreed to, the Chair declared his intention of making known the Committee through the daily papers.

SOUTH SIDE COUNTY COMMISSIONER.

Mr. A. J. Galloway and Simeon W. King were nominated for the office of County Commissioner for the South Side. A ballot was had resulting thus: Number of votes cast, 168; necessary to a choice, 84; Galloway, 143; King, 35.

Mr. Galloway was declared nominated.

WEST SIDE COMMISSIONERS.

There were two vacancies for the West Side, and a number of names submitted.

Mr. Worthington withdrew his name as a nominee for the Commissionership, which left the following names to choose from: Michael Roche, W. F. Loghlin, George P. Hansum, George Sherwood, W. B. Bateham, Dr. J. P. Ross, Charles E. Moore, and C. G. Limberg.

During the voting the President of the Convention announced that he had not noticed that his name had been put forward, and that he must decline the proffered honor.

A ballot was then had, which resulted as follows: Number of votes necessary to a choice, 85; Charles E. Moore, 95; G. P. Hansum, 20; Dr. J. P. Ross, 12; W. F. Loghlin, 42.

The Chairman announced that Charles E. Moore was the nominee of the meeting.

The ballot for the second Commissioner was then proceeded with, and resulted as follows: Number necessary to a choice, 86; Mr. W. B. Bateham, 161; Mr. Roche, 9.

THE COMMISSIONER FROM THE TOWNS.

For the County Commissioner the names brought before the meeting were those of S. W. Kingsley and William Johnson. The ballot resulted as follows: Number of votes necessary to a choice, 85; S. W. Kingsley, 135; William Johnson, 34.

The Chairman then announced that Mr. S. W. Kingsley was duly nominated.

POLICE COMMISSIONER.

Mr. Reuben Cleveland was unanimously nominated for Police Commissioner.

Mr. R. P. Derrickson was unanimously nominated member of the State Board of Equalization.

MR. DAVID BLAKELEY

offered the following resolution:

Resolved, That the Campaign Committee appointed by this Convention be empowered to act with the Campaign Committee of the Pacific Hotel meeting, their joint duty to be to harmonize the differences arising from the nomination of different candidates by the two Conventions for the same office, such Committees to have power to act in each instance as in their judgment will promote the interests and secure the success of the opponents of the Hesing-O'Hara combination.

The resolution was unanimously adopted.

The Convention then adjourned.

HESING-O'HARA.

THE MEMBERS OF THE HESING CONVENTION,

to meet to-day, were running round town last night fixing up their little arrangements, not knowing at the time that a secret caucus was being held to subvert their plans and prepare a ticket that would burst on the Convention like a blaze of glory, and carry it by storm. Yet such was the fact. The leaders, the men who started the movement, and claim to carry the voters in their breeches-pockets, were in the Directors' room at Greenebaum's bank, with the door locked, safe, as they supposed, from prying eyes and listening ears, but not safe from the omnipresent reporters of THE TRIBUNE. It was

DECIDEDLY AN IMPORTANT MEETING,

important to the candidates who will go before the Convention to-day, especially if their names are not on the slate, and important to every citizen of the city because in that back room a plot was being hatched to take possession of the city and county by electing the willing tools of Anton Cæsar Hesing, Emperor the First.

THERE WERE PRESENT

the Boss, Henry Greenebaum, Barney Caulfield, Bob Kenny, Albert Michelson, and a form that looked very like Tom Lonergan. Mr. Greenebaum was in the chair.

It was stated that H. D. Colvin had consented to run for Mayor; that he was the only man they could get to take it, and that they should put him at the head of the ticket. Objections were made that he was not a strong man. Ald. McAvoy's name was mentioned, but Mr. Caulfield opposed it, on the ground that it would be better to run an American, his true reason being that, if McAvoy was selected, it might

ENDANGER O'HARA'S PROSPECTS.

Bob Kenny was opposed to McAvoy for the same reason, and, after considerable deliberation Colvin was planked down at the head of the slate.

Daniel O'Hara was nominated for City Treasurer by acclamation.

George Von Hollen was nominated for City Collector, a little show of fight on behalf of Gen. Lieb being made by Mr. Michelson, his next friend.

George Mesch was nominated for City Attorney, fifty other names having been first canvassed, including Bill Felker.

Charley Denniffey was nominated for City Assessor, Tom Halpine being thrown over, though at one time it looked as if he would get it.

Then came the county officers. Mr. Moore, of the firm of Moore & Caulfield, after a tussle with Col. Snowhook, was nominated, and Mr. Caulfield smiled.

THE OTHER OFFICES.

Judge Wallace was agreed upon for the County Court without opposition.

For County Treasurer, "Buffalo" Miller was mentioned; so was Mr. Clinton Briggs, who, it was stated, was Mr. Storey's man, and Mr. Storey insisted on him. Therefore he was nominated, the redoubtable "Buffalo" being left out in the cold.

For County Clerk, Jo Pollak was nominated, against Henry Hamilton.

For Clerk of the Criminal Court, Peter Hand, D. C. Skelley, Austin Doyle, and J. J. Fitzgibbon were nominated, but Mr. Doyle waxed his competitors.

For Police Commissioner, Mr. Reno cleaned out Hank Ackoff's friend.

SUCH IS THE SLATE

with which the leaders will enter the Convention at noon to-day. That it will go through there can hardly be any doubt, though candidates off the slate are very numerous. It is not believed the slate can be broken, however, as the friends of every many on it will be bound to support all the others, so that they may be successful together.

MR. KEELEY

will submit himself to the will of the Convention as candidate for County Treasurer, and, as he was cruelly treated last night, he will do all he can to burst the slate. In that case there will be fun. Mr. Miller feels in the same way, and so do many others. It is not impossible that the Convention will take the nomination into its own hands, and do as it pleases in spite of the slate. Still the leaders have their men well in hand, and may keep them in the traces by judicious management.

IN GENERAL.

THE CANDIDATES ON THE UNION TICKET

held an informal meeting at the Grand Pacific yesterday afternoon, and received a report of the Committee of Three to the effect that they had secured rooms in the Kentucky Block, corner of Adams and Clark streets. The report was accepted. The meeting then adjourned until 11 o'clock this morning, when a meeting will be held to fix up the Campaign and Executive Committees.

NATURALIZATION.

To accommodate those who are qualified and wish to became citizens, Judge Porter will be at his room in the Court-House this evening and to-morrow evening, to attend to all who wish to take out their last papers. The pressure of business is so great the he cannot attend to such matters in the daytime. Only eight certificates of naturalization have been granted in the Superior Court,—none in the past few days,—and all who obtain what is called their last papers, which entitle them to vote, are required to make an oath in open Court as regards their qualifications. The Judge affixes his name to every application, and if this were adopted by all the Courts fraud would be impossible.

ANNOUNCEMENTS.

A communication to this paper states that there will be a meeting this evening of the citizens of the Fifteenth Ward, favorable to Law and Order, to ratify the nomination of J. E. Trowbridge, Esq., for Alderman. The place of meeting is not stated.

A Law-and-Order meeting will be held at the rooms of the Criminal Court, old Court-House, on Clark street, at 8 o'clock this evening, to nominate a candidate for Alderman.

There will be a meeting of the Law-and-Order citizens of the Fourteenth Ward at the German school-house this evening, to choose a candidate for Alderman.

INDIANAPOLIS ITEMS.

Special Dispatch to The Chicago Tribune.

INDIANAPOLIS, Ind., Oct. 23.—Articles of association of the Indianapolis & Washington Coal and Manufacturing Company were filed with the Secretary of State to-day; capital, $200,000.

The Grand Lodge of Good Templars adjourned to-night until October, 1874. No business of great importance to outsiders was transacted.

The temperance people are generally jubilant over the decision of the Supreme Court on the Baxter bill.

THE COURTS.

Gen. R. W. Smith Appointed Receiver of the Franklin Bank.

A Decision of Importance to Tug-Boat Owners.

Goodrich as a Prophet---Partnership Difficulties---Bankruptcy Proceedings.

Daniel M. Waterbury and John Chrimes, partners, Eliphalet W. Dennison, Albert Metcalf, Henry B. Dennison, and Henry Hawks, filed a bill yesterday in the Circuit Court against the Franklin Bank, to obtain an injunction and the appointment of a Receiver. Complainants state that they are creditors of the Franklin Bank,—Waterbury & Chrimes to the amount of $2,578.53, and Dennison & Co. in the sum of $1,510.29. The bank closed its doors Sept. 20, and since then complainants have severally and repeatedly called on the bank for the amount of their deposits, and been refused. They allege, also, that the assets of the bank are not sufficient to meet its liabilities, and if it is permitted to manage its affairs some of the creditors will be paid and favored, to the serious damage of the others. The whole liabilities are about $250,000. They, therefore, ask that a Receiver may be appointed to wind up the affairs of the bank, collect all sums due, and pay all claims against it; and that the officers may be restrained by injunction from interfering in any way with the assets. A motion was made before Judge Farwell, and Robert W. Smith appointed Assignee under a bond of $25,000, and an injunction granted against the officers of the bank as asked.

IMPORTANT DECISION FOR TUG-OWNERS.

In the case of the Kingston Mining Company against the tug Annie L. Smith and the schooner Hattie Wells, in the District Court of the United States, for damages caused by a collision, an important rule was laid down by Judge Blodgett. The facts are as follows: On June 5, 1872, the schooner Hattie Wells employed a tug to take her from above Eighteenth street bridge to the Union Elevator. The tug made fast to the schooner's starboard side, well on to the port bow, with the schooner's stern down-stream, and proceeded with her stern first. Passing through the Eighteenth street bridge, the tug Van Dolson, with her tow, proceeding up-stream, called for room to pass on the schooner's port side, which was given. In doing so the tug Smith and the schooner Hattie Wells fell over quickly to the west side of the river, and while doing so the afterpart of the schooner prevented the steersman of the tug from seeing the canal-boat at the Union Elevator dock. But for the tug to proceed with the tow she was obliged to "straighten up," and to move down stream on a line parallel with the dock. That the schooner collided with the canal-boat, striking her a direct blow with her rudder fixed amidships, so placed by the schooner's master immediately before the collision to prevent a glancing blow. It was highly probable the schooner's rudder would have been damaged had it not been put amidships. No warning was given by the schooner's crew to the tug of the danger until too late for the tug to stop.

Judge Blodgett, in rendering his decision, held that when a tug takes a tow, and is proceeding stern first, she assumes a greater risk than in the ordinary mode of towing, and is bound to exercise greater care. Moreover, the tug was bound to see the canal-boat. The schooner's crew had the right to presume that the tug would stop in time to prevent collision. It was held also that there was no duty resting upon the master to risk the danger of breaking his rudder. That his first duty was to his own vessel, and that, if the putting his rudder amidships caused the greater damage to the tug, it must fall upon the tug. The libel was dismissed as to the schooner Hattie Wells, and a decree rendered against the tug Annie L. Smith for damages and costs.

A. E. Small appeared for libellants; W. H. Condon for tug Smith; and, for the schooner Hattie Wells, Mr. O. B. Sansum, to whom we are indebted for the above opinion.

DAMAGES FOR FALLING OFF A CAR.

The case of Martin Burke against the Chicago West Division Railway Company was on trial before Judge Rogers yesterday. Plaintiff alleges that, on the 8th of February, 1873, he started down town, and on Milwaukee avenue, at a street-crossing where the car should have stopped, he attempted to get on a street-car of the West Division line. The step and pavement were slippery, and, as he jumped on, he slipped, and was thrown under the wheels and run over. His leg was broken and was amputated, and he claims to have sustained damages to the amount of $10,000. He alleges, also, that he called out to the conductor of the car, and it is therefore due to the negligence of the Company that the accident occurred.

Defendants claim that the conductor did not see the plaintiff, and that he, by attempting to get on the front platform of the car, was guilty of such negligence as to preclude him from recovering any damage from this Company.

STOREY KICKETH.

We do not say he does literally, though the fact is probable enough, but metaphorically, and thus: In July last a mechanics' lien suit was pending wherein the embryo Mayor was defendant. It was not announced in the last day's call before Judge Tipton, on whose calendar it was, and the attorneys of the genial Storey thought that no answer would be required under their interpretation of the statute until the case was on the day's call. Therefore, one of them went East and the other—perhaps West. At any rate, a default was taken against the pious W. F., the walker among the churches, and this has caused the kick aforesaid. In a lengthy affidavit the bummers' candidate denies that he is indebted to the petitioners who obtained the judgment, but, on the other hand, that he can obtain a heavy judgment against them, and he desireth to imitate an editorial brother of his on Lake street, and borrow some money indefinitely at 6 per cent interest. He grows rapacious. The $6,000 bite has digested already. An affidavit of the attorneys is also filed, setting out the facts as to the call, and the meaning of the statute, in order to have it set aside.

QUARREL AMONG PARTNERS.

Herman Eschenberg yesterday filed a bill in the Circuit Court against his partners, Charles Ohm and Valentine Kistner, in the brick-making business. Each party contributed $6,000; complainant, however, was not to employ his time therein, but was a special partner as between the parties, but a general partner as regards the public; and was to receive one-fifth of the profits of the business. During the first year the firm made money. Complainant has not drawn any, but claims that Ohm has largely overdrawn his account. Ohm also entered into partnership with Henry Ricke, in the furniture business, and as a partner with Kistner loaned large sums to the firm of Ricke & Co., amounting in all to $7,838.52. Some time in this month a petition in bankruptcy was filed against the firm of Ricke & Co. The firm, as well as Ohm, are insolvent. The firm of Ohm & Kistner, however, are amply solvent. Since said petition was filed, complainant avers that Ohm has paid some of his individual debts with the paper of the firm, to the amount of $3,000, and he fears that Ohm will do so again, and will also collect moneys of the firm and appropriate them to his own use. Complainant therefore asks for an injunction against Ohm, for a Receiver to take charge of the affairs of the firm of Ohm & Kistner, and for an account and the payment of his share, with the profits.

The injunction was issued by Judge Farwell, on filing a bond in the penalty of $5,000.

GOODRICH AS A PROPHET.

Clarissa A. Thompson, by A. Goodrich, her solicitor, filed a bill for divorce yesterday against her husband, William Thompson. In it she alleges, or rather Goodrich alleges for her, probably, that, since the 1st day of October, defendant had given himself up to adulterous practices, and particularly that on the 24th (to-day, and the bill was filed yesterday), he committed adultery with some person to complainant unknown. Wherefore she asks a divorce.

The amount of genius required to announce that a man had done such a thing on a future day is something astounding, and it is hoped that when the case comes on for a hearing, the complainant, or A. Goodrich, may be asked to tell the plodding world in general, how he or she "achieved greatness" in this line. Specially would the knowledge be of benefit to the hords of false prophets in the shape of clairvoyants, mediums, and seventh sons and daughters, who earn a precarious living by guessing with more or less shrewdness the future of their visitors. Mr. Goodrich will please take the floor. If he was not born to greatness, here is the time to achieve it.

DISAGREEING PARTNERS.

John Weber complained yesterday, by his bill filed in the Superior Court, of his unfaithful partner, Peter Moeller. Weber says that, on the 5th day of August last, he entered into partnership in the grocery business with the defendant. Moeller was to contribute $2,500, and complainant $300 and his labor and experience, and they were to share the profits equally. Moeller actually did put in $1,200 cash, and groceries worth $800 more. The profits have amounted, since the commencement of the business, to about $700, including increased stock and debts due them. All went well until the 4th of this month, when defendant drove complainant out of the store, and refused him entrance or to give him any share of the proceeds, and confiscated the books and cash. Complainant therefore asks a dissolution of the partnership, and for an account.

UNITED STATES COURTS.

A bill to foreclose a mortgage was filed by the Connecticut Mutual Life-Insurance Company against Joseph Harris and wife, Amos F. Tompkins, Edward A. Small, Adam Smith, George Gardner, Francis E. Rigby, David Cole, Charles D. Cole, Edward F. Pulsifer, Thomas Brown, Alden Scoville, James Baxter, John C. McCord, Horace H. Thomas, Charles C. Collins, Sarah Barker, G. S. Hubbard, Sr., G. S. Hubbard, Jr., Charles E. Coburn, James E. Tyler, Moses W. Powell, Erasmus M. Moffett, Flora Tompkins, and Nathan Corwith. The premises mortgaged are the E. ½ of Lot 26, Block 5, in Malcom McNeil's subdivision of Blocks 6, 7, and 8, in Wright's Addition to Chicago, on which there is due the sum of $12,500.

A judgment for $3,297.42 was rendered in favor of Fred S. Hill against Daniel A. Loring and E. Tilden.

Frank H. Whitman et al. recovered a judgment for $2,986.77 against Daniel A. Loring and E. Tilden.

Fitz A. Woodbury was, on motion of E. A. Otis, admitted to practice in both the United States Courts.

A similar order was entered in behalf of Charles Brownell, on motion of United States Attorney J. O. Glover.

BANKRUPTCY ITEMS.

In the matter of Schwartz and Waddell, discharges were issued to both the bankrupts.

H. B. Claflin & Co., of New York, filed application yesterday in bankruptcy against William A. Butters and W. Henry Butters. Petitioners claim $1,000 and interest due them on a note made by Butters & Co. to Hamlin, Hale & Co., and indorsed to petitioners. Payment was demanded and has been refused for a period of fourteen days. They also allege that Butters & Co. have allowed a judgment to be taken against them in favor of Charles E. Bogert, for $4,028.57, and that a petition has been filed against William A. Butters some ten days ago. A rule to show cause was entered, returnable Nov. 3, 1873.

In the case of H. C. Childs et al. the Assignee's report of sale was filed and approved.

The report of sale by the Assignee of the property of Higgins & Brand, bankrupts was filed, and an order entered that it stands approved unless objections are filed in ten days.

COUNTY COURT.

The will of John Herold was proved and letters testamentary granted to Mary Herold under a bond of $4,400.

In the matter of the estate of George W. Taffen, Charles H. Lewis was brought in on attachment and it was ordered that he be discharged, and that he furnish sureties in ten days for the payment to the administrator of partnership assets in his hands within sixty days from this date.

The files in the case of John W. Hopkins were restored and a new bond for $24,000 filed and approved.

Fredrick Hammel, John Siebert, Jacob Schneider, John Gebel, Clara Olsen, Alice J. Kemp, and James Small were tried by a jury and adjudged insane.

COURTS IN BRIEF.

John Perry yesterday sued out a distress warrant against Antoine Gaydou, for $532 rent due, for rent of 129 Dearborn street.

An action of assumpsit for $30,000 was commenced in the Superior Court by Elisha Lee against George Bartalott.

Willy Wallack commenced a suit in assumpsit against Arthur W. Penny, Charles W. Weeks, and Laura M. Penny for $2,000.

An action in trespass was commenced yesterday by Charles E. White against Adolph Berg for $1,500.

Martin G. Danforth instituted a suit for $1,000 against S. R. Haven.

An action for $2,000 damages was begun by Rudolph Wurlitzer against John Molter.

Judge Heaton will hear motions for new trials to-day.

Charles W. Rigdon and Otway Watson commenced an action against George J. Sherman and Henry E. Pickett for $3,000.

George A. Fitch and George W. Snyder commenced an action in assumpsit against George H. Sisson and Oman Newman for $15,000.

James E. Wright claims $3,000 damages against W. H. Fergus and John Bates.

MICHIGAN SUPREME COURT.

Special Dispatch to The Chicago Tribune.

LANSING, Mich., Oct. 23.—The following business was transacted in the Supreme Court to-day: In re Arthur M. Odell, v. James T. Williams. Order entered for the Administrator of the Odell estate to appear within thirty days after notice and prosecute the suit.

46—Charles Monroe v. The Fort Wayne, Jackson & Saginaw Railway Company. Argument concluded.

47—Reuben Wheeler v. William Harrison. Submitted on briefs.

48—Martha J. Willetts v. John D. Walker. Argued and submitted.

THE CALL

for Friday, Oct. 24, is as follows:

50—Gert. H. Ludolphy v. Martji Ludolphy.

51—Ouzo S. Bissell v. Joel Collins.

56—The Peninsular Railway Company v. Squire C. Thorp.

58—John Clark v. William H. Craig, Hiram Walker, and Moses P. Hutchins.

60—Leander S. Butterfield v. Isaac I. Voorheis.

61—Sidney Tucker v. Arthur Hill.

62—Augustus H. West v. Henry Laraway, Jr., and Annie Laraway.

63—William T. Willard and George Willard v. George G. Lovell.

65—Hugh Kneale v. Mary A. Kneale.

1—Joseph W. Harwood v. Daniel K. Underwood.

36—John G. Mason v. John W. French.

55—John L. Perkins v. Loftus N. Keating and Arvin F. Whelan.

THE TICE METER CASE.

Special Dispatch to The Chicago Tribune.

PEORIA, Ill., Oct. 23.—Judge J. W. Cochran to-day delivered his opinion on the question of the renowned Tice meter case of Farwell v. Emery Tice, about which there has been so much controversy of late. On Oct. 3, Judge Doolittle appeared here for Tice, and petitioned that this case be changed from the Court here to that of the United States at Chicago. In his decision to-day Judge Cochran recited the various steps in the case, and cited the State and Federal laws under which the case was reopened and the motion for the removal made, and decided that his Court had no jurisdiction in the case, and that a Federal Court was the proper place for the controversy to be carried. The motion for removal was granted. This ends the Tice meter business in Peoria.

RICHMOND, IND.

The Baxter Temperance Bill at Home—End of the Attempt for the Removal of the County-Seat.

Special Dispatch to The Chicago Tribune.

RICHMOND, Ind., Oct. 23.—The decision of the Supreme Court of Indiana, declaring the Indiana Temperance law constitutional, has had a telling effect in this city, the home of William Baxter, author of the bill. The saloon-men held a meeting and resolved to comply with the provisions of the bill. Any dealer violating it will be held individually responsible; and there can be no recourse to the Association. As a result of this action, four of the principal saloons have closed, and many more will do likewise in a few days, at the instance of legal counsel. There are but three licensed saloons in the city under the old law, and their licenses expire in January; and only seven licensed saloons in the county.

The county-seat-removal war is over, the Supreme Court Judges announcing their decision on the points in Judge Peele's complaint, for the injunction against the removal to the city, final; and he having no new ones, he withdraws the motion for a rehearing.

FORT WAYNE, IND.

A Suit Against the Street Railway Company for $20,000—A Deputy Marshal on Trial for Assault with Intent to Kill.

Special Dispatch to The Chicago Tribune.

FORT WAYNE, Ind., Oct. 23.—The case of Estelle Carey, through her guardian, against the Citizens' Street Railroad Company, claiming $20,000 damages for the loss of a foot last spring, was given to the jury to-night. The case has excited a great deal of interest, some of the most eminent lawyers in the State being retained on both sides.

The preliminary examination of Deputy Marshal McCann, on a charge of assault and battery with intent to kill, was postponed until next Wednesday. McCann gave security in $2,000 for his appearance. Dyman, the injured man, was conscious for a short period to-day for the first time since last Saturday night. There is but slight hope of his recovery as yet.

THE COMING WOMAN.

She is Seeking for a Foothold in the Vicinity of Boston—A Community in Which Men will be Disqualified from Voting.

Special Dispatch to The Chicago Tribune.

BOSTON, Oct. 23.—The establishment of a woman's community within the limits of the town of Woburn, about 12 miles from Boston, was begun yesterday by the formal raising of the frame of the first building. In this community all the land is to be owned by women, and so far as the management of the affairs of the village is concerned, woman suffrage is to be realized to the extent of the utter political disqualification of the sterner sex. The members of the community are obliged to assent to a constitution which is to govern it, but further than this they are unrestrained; except, however, that they are expected to attend at least once a week upon the unsectarian service to be held. The occupation of the residents in Aurora village will be varied, and industrial schools are provided to fit persons for the different kinds of work to be done, including a domestic school for instruction in home duties. Each homestead is to be accompanied with a garden; and gardening and fruit-raising will be a favorite occupation. Co-operative schemes are also planned. One of these, and that which has been pushed nearer to realization than any other connected with the enterprise, is the establishment of a laundry where full facilities are to be afforded for doing work on a large scale, and bringing money into this thus far decidedly needy village by competing with famous Troy laundries. About 1,000 persons are committed to the enterprise, though they are not all women, and not to be residents. The site of the village is a wilderness, and it offers all manner of obstacles. The community is called "The Women's Economical Garden Homestead League," and it is established by act of the State Legislature.

SALMON P. CHASE.

Eulogies of the Late Chief Justice in the United States Supreme Court.

WASHINGTON, Oct. 23.—At the opening of the Supreme Court to-day Attorney-Gen. Williams presented resolutions of the Bar in respect to the memory of the late Chief Justice Chase, and in the course of his remarks said: "Posterity will know him through his public services, but we, his associates and friends, know and can appreciate as well his private virtues. Physically, intellectually, and morally he was all that a Chief Justice ought to be. Impelled by what has been termed the infirmity of noble minds, he pursued with untiring zeal his lofty aims, and whatever else may be said of his aspirations, happily no one can say that they marred the excellence or purity of his personal character. He went down to the grave crowned with years and many honors, and left to his children and his country the record of a life rich in the world's opinion and men's praise, and full of all we could desire but days."

Associate-Justice Clifford, in response, reviewed the public career of deceased, saying: Men find it easy to review others, but much more difficult to criticise and review their own acts, and yet that is the very summit to which the upright Judge should always be striving. Pride of opinion at such a time is too apt to predominate over love of justice. But it was exactly under such circumstances that the late Chief Justice was called upon to review, as Judge, one of the most striking and conspicuous of his acts, as guardian of the National Treasury, at a moment when the fate of the Nation so much depended upon its correct Administration. Great success attended the financial scheme when it was adopted, and time had secured for it an extensive approval, as the war of the rebellion was victoriously ended, and the national wealth was rapidly increasing. Circumstances better calculated to foster pride of opinion cannot well be imagined; but the Chief-Justice, who had so creditably met the demands of duty in such a great variety of other responsible positions, did not hesitate to apply his best powers to the task of reviewing the measure in question, and finally recorded his opinion that it was not justified by the Constitution. Judges and jurists may dissent from his final conclusion, and hold, as a majority of the Judges of this Court do, that he was right as Secretary of the Treasury, but every generous mind, as it seems to me, should honor the candor and self-control which inspired and induced such action. In conclusion, he said that the Justices of the Court had lost a revered companion and the public a great magistrate and an upright servant.

The Court concurred in the resolutions of the Bar, and directed that they be entered on the minutes. The Court then, from respect to the memory of the deceased, adjourned until to-morrow.

OBITUARY.

The Hon. William Stadden, Springfield.

Special Dispatch to The Chicago Tribune.

SPRINGFIELD, Ill., Oct. 23.—The sudden and altogether unexpected death of the Hon. William Stadden, which occurred this afternoon, will bring sadness to his many friends who reside in all parts of the State. He entered the Auditor's office in this State under Mr. Campbell as a clerk in 1847, and, with but a short absence, has remained constantly in the office since that date. At the time of his death, he was the Chief Clerk in the office, Superintendent of the Insurance Bureau, and but recently was the Secretary of the State Board of Equalization. The latter position he has filled ever since the State Board had an existence. He had just returned from St. Louis, and was not feeling very well, but up to a few minutes before his death his condition had not been such as to require the attention of a physician. His death occurred at 1:30 o'clock, and was caused by a disease of the heart, superinduced by hard and unremitting labor. He was born in Newark, O., in 1826, and was 47 years old. He leaves a wife and five children, with a competence.

Gen. Thomas Cadwallader.

Special Dispatch to The Chicago Tribune.

PHILADELPHIA, Pa., Oct. 23.—Gen. Thomas Cadwallader died last night at his residence in Trenton. He was indisposed some few days, laboring under an attack of paralysis. He was nearly 80 years old, and was a son of Col. Lambert Cadwallader, of Revolutionary fame. He served as Adjutant-General of New Jersey for many years prior to 1858.

Gen. Cadwallader, of New Jersey.

NEW YORK, Oct. 23.—Gen. Cadwallader, of New Jersey, died to-day, aged 86.

CRIME.

The Deputy-Postmaster of Wilmington, Del., Charged with Embezzlement.

Special Dispatch to The Chicago Tribune.

PHILADELPHIA, Oct. 23.—Deputy-Postmaster Edward J. Dougherty, of Wilmington, Del., has been arrested for defalcation, amounting to some $3,000, and has been required to give $5,000 bail for appearance before the United States Commissioner next Monday to answer charges. His bondsmen are unwilling to make good the deficiency until further investigation. Dougherty was Chief of Police under Mayor Valentine, and resigned that post on the 1st of January, 1872, to accept his present position. He had, until lately, been considered an honest man, the only dishonorable act hitherto imputed to him being his complicity in the frauds of the Republican Nominating Convention in 1872, through which United States Marshal Dunn was expelled from the Executive Committee of the party.

Collector Harper's Chief Clerk Indicted.

Special Dispatch to The Chicago Tribune.

SPRINGFIELD, Oct. 23.—The Grand Jury in the United States Court returned a bill of indictment into the court to-day against Albert Smith, chief clerk of ex-Collector Harper. It charges him with complicity in the embezzlement of $104,619.14 Government money. Smith will probably demand a trial at this term of the court.

Deliberate and Unprovoked Murder.

Special Dispatch to The Chicago Tribune.

BLOOMINGTON, Ill., Oct. 23.—At Decatur, last night, Pat Kennedy, a peaceable citizen, was stabbed by Peter Casey, Jr., who first shook hands with him and then plunged a dirk knife into his heart. At one time Kennedy had testified that Casey's father had sold liquor without a license. The murderer gave himself up this morning.

Twenty Years' Imprisonment for Manslaughter.

Special Dispatch to The Chicago Tribune.

INDIANAPOLIS, Ind., Oct. 23.—James Cullum to-day pleaded guilty to a charge of manslaughter, for killing Jacob Schuster, at a butchers' picnic in this city three months ago, and was sentenced to pay a fine of $100 and be imprisoned twenty years. The deed was done with a stone in a riot. The murderer is but 23 years old.

A Chicago Burglar Escapes Punishment.

Special Dispatch to The Chicago Tribune.

FOND DU LAC, Wis., Oct. 23.—The trial of J. Decker, a notorious Chicago burglar, which has occupied the attention of the Criminal Court the past week, terminated last night. The jury, after being out 15 hours, failed to agree, the vote standing 6 for conviction to 6 for acquittal. Decker gave bail in the sum of $1,500 to appear at the next term of the Court, and was discharged. Judge David Taylor and Col. Gilson prosecuted, and Gen. Bragg, Col. Pier, and E. T. Delany defended.

The Stokes Trial.

NEW YORK, Oct. 23.—Among the witnesses in the Stokes case, to-day, to testify to his mental condition previous to the shooting of Fisk, was W. F. G. Shanks, an editor of the New York *Tribune*, who was brought from a prison in Brooklyn. He said that Stokes had told him that Fisk had put a price on his (Stokes') head; that two men were after him, and that he carried a pistol for his own protection. Other evidence was given going to show that Stokes believed that Fisk or some of his followers would shoot him.

Jennie Turner, waiting-maid to the Morses, in the Grand Central Hotel, said she came from a sick bed to give her evidence. On the evening of Jan. 6, she saw Stokes come along the second-floor hall and look into parlor No. 207, pass on, and turn back and look in again, and then go to the head of the ladies' staircase. Tommy Hart was not in sight. He was cleaning a globe around the corner of the elevator. She went around the elevator to speak to Hart, when the report of a pistol was heard, and Stokes came back, looking very pale, and cried out twice, "Get a doctor;" and then she went to the head of the ladies' stairs, and saw Fisk, wounded, and a lady coming up-stairs pick up a pistol on the fourth step and hand it to a gentleman. She told what she had seen to the Morses. William H. Champson, Professor of Materia Medica in the University, gave it as his opinion that Fisk died from the effects of drugs administered after he was shot.

After recess Stokes was placed on the stand and testified as to the business relations between himself and Fisk. He related the story of the court-room in the Mansfield libel case on the morning of the murder; his interview with Mr. Sprague, Mayor of Utica, regarding his proposed visit to Providence, R. I., and the fear that Fisk would shoot, and would have him brought back on a requisition. He then related the circumstances of his visit to the Grand Central Hotel, and described the encounter with Fisk. The latter, he said, came up-stairs with a pistol held in both hands, cocking it as he came. He shouted to Fisk not to shoot, and then himself fired two shots with pistol in his gloved hand. He then dropped the weapon. He described his arrest, and said the evidence of the boy Hart is entirely manufactured. His testimony is substantially the same as already published.

A slight passage-at-arms occurred between Mr. Tremaine, of Stokes' counsel, the District Attorney, and Judge Davis, on account of a suggestion by Tremaine to witness. The District Attorney objected to counsel putting words in witness' mouth. The Judge sustained the District Attorney.

On the conclusion of Stokes' examination the court adjourned.

Deliberate Murder.

LOUISVILLE, Ky., Oct. 23.—This afternoon at 5 o'clock a man named Joseph Crawford entered Magistrate Lincoln's office, on Seventh street, with a companion, and, walking to a small back room, spoke a few words to John McCarthy, a well-known lawyer, and then drew his pistol and fired at him at a distance of five feet, the ball passing through McCarthy's head, near the right ear. Crawford turned to pass out, but was caught by 'Squire Lincoln, and sent to jail. McCarthy is said to have retained $350 bounty-money belonging to Crawford since 1866, he having collected it for him after the war. After repeated demands, Crawford went at the hour above stated and said he wanted his money. Crawford's companion states that McCarthy threatened to kill Crawford, with the result stated. Crawford is a wealthy Tennesseean. McCarthy was taken home, and is in a critical condition.

The McCook Murder Case.

YANKTON, D. T., Oct. 23.—The motion to admit Wintermute to bail was argued at length in the District Court this afternoon. The prosecution first claimed that no such application should be made or considered until the prisoner had pleaded to the indictment. Judge Bains said that he would consider this question before acting on the motion. He heard the argument on the main question, and reserved his decision until to-morrow. The defense, in the course of the argument, claimed the readiness, and even anxiety, of Wintermute to be tried at this term, and that he did not desire a continuance.

Suspected Murder.

NEW YORK, Oct. 23.—A rumor is current in Brooklyn that ex-Assemblyman Tower was murdered, three bullets being found in his head.

BALTIMORE LIVE-STOCK MARKET.

BALTIMORE, Oct. 23.—CATTLE—Market dull and ½c lower. The very best sold at 5@6½c; that generally rated first quality, 4@5c; medium to good fair quality, 3½@4c. Receipts, 3,966 head. Sales, 2,853.

HOGS—The market had a full supply, with only a fair demand; prices ½c lower, or 5¾@6½c. Receipts, 7,983 head.

SHEEP—Dull and ½c lower, or 4@5½c. Receipts, 4,496 head.

MARINE.

Port of Chicago.

ARRIVED........Oct. 23.

Schr B. F. Wade, Muskegon, lumber.
Prop St. Albans, Ogdensburgh, sundries.
Schr Argo, Haynes' Pier, wood.
Schr Ethan Allen, Menominee, lumber.
Prop Favorite, Menominee, sundries.
Barge Sonora, Menominee, lumber.
Barge Bronson, Menominee, lumber.
Barge Ellen Williams, Menominee, lumber.
Stmr Sheboygan, Two Rivers, sundries.
Schr Republic, Buffalo, coal.
Prop Oneida, Buffalo, sundries.
Schr Jones, Muskegon, lumber.
Prop Philadelphia, Buffalo, sundries.

CLEARED........Oct. 23.

Prop Jay Gould, Buffalo, 183 bales hay, 52,000 bu wheat.
Schr Scotia, Buffalo, 19,010 bu wheat, 14,013 bu corn.
Prop Empire State, Buffalo, 700 sacks oil-cake, and sundries.
Schr New Dominion, Walkerville, 4,186 bu wheat, 6,948 bu corn.
Schr Adirondac, Buffalo, 17,000 bu wheat.
Bark S. V. R. Watson, Buffalo, 30,000 bu wheat, 2,000 bu oats.
Scow Milton, White Lake, 1,000 bu corn, 10 brls pork.
Schr Falcon, Pere Marquette, 30 cds stone.
Schr Northwest, Buffalo, 30,000 bu corn.
Schr Lucerne, Buffalo, 47,500 bu corn.
Schr City of Green Bay, Buffalo, 22,661 bu wheat.
Schr Red Wing, Buffalo, 46,000 bu corn.
Schr Duncan City, Duncan City, 1,062 bu corn, 4,185 bu oats, 100 brls pork, 300 brls flour, 15 tcs beef.
Stmr Sheboygan, Racine, sundries.

NIGHT CLEARANCES.

Schr New Dominion, Walkerville, 14,171 bu corn.
Prop S. D. Caldwell, Port Huron, 17,979 bu corn, 1,300 brls flour, and sundries.
Schr Amoskeag, Buffalo, 15,442 bu rye.
Bark B. F. Bruce, Buffalo, 64,000 bu oats.
Schr Espindola, Manitowoc, 1,800 bu corn.

Lake Freights

were again fairly active at about yesterday's rates, or at 5c for corn and 5½c for wheat to Buffalo, and 11½c and 11c for wheat and corn to Oswego, respectively. The engagements reported were: To Buffalo—Schr S. V. R. Watson, wheat at 5½c; schr Newberry, barges Forest City and McGregor, props Mohawk and Oneida (balance cargo), corn at 5c; schr Nilsson, corn on owner's account; prop Philadelphia, wheat through. To Oswego—Schr Dan Lyons, wheat at 11½c; schrs G. Mollison and Fitzhugh, corn at 11c. To Ogdensburgh—Prop St. Albans, corn on through rate. Schr Jessie Drummond, corn, to Kingston, on private terms. And schr M. Egan, corn, to Sarnia, on private terms. Total, 14; capacity equal to 90,000 bu wheat and 250,000 bu corn.

Vessels Passed Detroit.

DETROIT, Oct. 23.—PASSED UP—Props Benton, Sheridan, Jenness and barges; schrs Acontas, Red, White, and Blue, Elvina, Typo, Montauk, Sam Cook, Bigler, Gen. Sherman, Valentine, Turner and Fuller, J. N. Foster, M. Mueller, W. G. Grant, Wrenn, R. Doud, Halsted.

PASSED DOWN—Props Wenona, Tempest and barges, Dix and barges, Ward and barge; schrs Skinner, Rice, Exchange, Morrell.

WIND—Southwest.

DETROIT, Mich., Oct. 23—Evening—PASSED DOWN—Props St. Joseph, Prussia, Nebraska, Orontes, Keweenah, Concord and barges; schrs Negaunee, C. P. Williams.

PASSED UP—Prop Toledo.

WIND—Southwest.

SPECIAL NOTICES.

The Confessions of an Invalid.

Published as a warning and for the benefit of young men and others who suffer from Nervous Debility, &c. By one who has cured himself. Supplying the means of self-cure, and sent free of charge. Address NATHANIEL MAYFAIR, Box 153, Brooklyn, N. Y.

SHAWLS.

Shawls.

India Cashmere Shawls Scarlet and Black Centre Breakfast Shawls; Striped Delhi Shawls; French, Scotch, and English Shawls; Black Embroidered Cashmere Shawls; Ottoman and Scotch Plaid, Shetland and Breakfast Shawls; Carriage Wraps; Children's Shawls, and a choice stock of everything new and seasonable pertaining to this department, all of recent purchase, and of excellent value and styles.

Chas. Gossage & Co.

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A FEW SPECIAL BARGAINS

AMONG HUNDREDS NOW SELLING AT

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RETAIL DEPARTMENT,

WEST MADISON & PEORIA-STS.

KID GLOVES.

3,000 pairs genuine Paris Kid Gloves, equal to any in quality, reduced from $1.75 to $1 a pair—in colors only.
"Thomson's Best" 2-button Kid Gloves at $1.50, regular price is $2.25—in colors only.
Good 2-button Kid Gloves, Colored and Black, $1 a pair.
Good 1-button Kid Gloves, Colored and Black, 85 cents a pair.

LINEN REMNANTS.

2,000 short lengths, Manufacturers' Remnants, Pure Irish Linens, at 25 cts. a yard—a great bargain.
2,500 short lengths, fine quality of same goods, at 35 cts. a yard, some of them being worth $1.

FLANNELS.

Good White Domet Flannels at 20 and 25 cts.
Good White All-Wool do., 30c, 35c, and upwards.
Good Red All-Wool do., 25c upwards.
Bargains in Shirting Flannels.
Bargains in Shaker Flannels.
Bargains in Blankets.

IT PAYS TO TRADE ON THE WEST SIDE.
Cor. Madison & Peoria.

STEM-WINDING WATCHES.

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ELGIN WATCHES.

GILES, BRO. & CO.,

266 & 268 Wabash-av.

Prices of ALL GRADES of WATCHES greatly reduced.

GOLD 8 1-4.

OIL TANKS.

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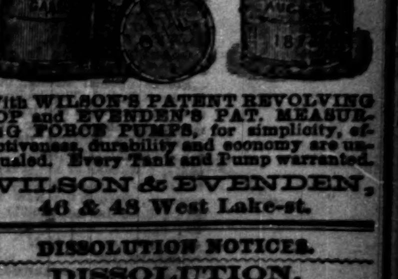

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WILSON & EVENDEN, 46 & 48 West Lake-st.

DISSOLUTION NOTICES.

DISSOLUTION.

The firm of Childs, Graber & Co. has been dissolved by mutual consent. All accounts of said firm to be settled on the first day of November by John Graber, in rear of 253 East Madison-st. CHILDS, GRABER & CO.

MONEY AND COMMERCE.

MONETARY.

THURSDAY EVENING, Oct. 23.

In this market financial affairs continue extremely quiet. The volume of business at the banks is, however, small, being only a little over half as much checking and depositing as there was before the panic, as is shown by the daily clearings of the banks, which now average only from $2,500,000 to $3,000,000 against a daily range from $4,500,000 to $5,000,000 before the panic. The business of the banks is, however, slowly but steadily increasing. The aggregate of deposits in the commercial banks of this city is still at least $9,000,000 below what it was before the panic, but they are slowly and steadily increasing, and discounts are being gradually extended. The banks of this city are now more than twice as strong in currency as they have been in any ordinary condition of finances. It can be safely said now, that, as far as the banks of Chicago are concerned, confidence *is fully restored*. Prompt payment of currency on all checks drawn against funds, and prompt remittances of currency for all collections are now the rule of the banks of this city, a position which, as compared with that of the banks of any other city, is in such favorable contrast that it cannot fail to bring new financial business to the banks from abroad, and must result also in bringing new trade to our merchants.

The general mercantile trade of the city is, of course, considerably depressed yet, but from inquiry we have reason to believe it is steadily recovering. Contrary to the experience of other cities, the merchants of Chicago seem to be collecting with considerable success, and are, we believe, meeting their obligations at the banks with more promptness than in any other large city. Notwithstanding the disposition of the New York papers to either sneer at or ignore the fact that the crisis has given Chicago a unique and more important financial position, we think that the experience of the panic, and of the fire of October, 1871, are proving to the commercial world that the trade, finances, and real estate values of Chicago are on a much sounder basis than any of our jealous city competitors, either East or West, have ever been willing to acknowledge.

New York exchange is still scarce, and sells at from par to 50 cents per $1,000 premium between banks. Grain bills are taken by the banks at ⅛ of 1 per cent discount, but shipments are light, and the amount of bills offered is so small that there is a steady, moderate shipment of currency to New York to make exchange. This movement of currency Eastward is, however, only just enough to meet the daily demands for New York exchange, as the banks still adhere to the policy of not permitting their balances in New York to increase to any extent beyond their daily checks. Within the next two weeks there will probably be a demand for currency to pay for hogs, and as these are forwarded to the East the credit to the West made by their movement will supply sufficient exchange without the shipment of any currency Eastward. We look, therefore, to see the present accumulation of currency in this city and in the Northwest maintained or even increased during the winter.

THE PROSPECT ELSEWHERE.

Notwithstanding the gradual improvement of the aspects of finances and trade in the Northwest, it is plain that there has not been much, if any, improvement in New York, Boston, Philadelphia, Cincinnati, or St. Louis. Throughout the South, also, the aspect is not favorable. The movement of the cotton crop is unusually tardy, partly on account of the backwardness of the crop, and partly through a determination of planters to retain their cotton from apprehensions of risking the value of it by consigning it to the ports, and there intrusting it to people about whose responsibility they may not feel quite sure.

In New Orleans the situation, like that in St. Louis, has brought trade to a stand-still. The financial crisis has upset the entire mode of transacting business, *the general bank suspension having driven currency out of circulation to such an extent that for the daily requirements of traffic the New Orleans people have now nothing but city shinplasters*, intrinsically not worth the paper on which they are printed. Currency is thus at a premium and hoarded.

THE INFLUX OF SPECIE

from Europe continues, as is shown by the daily telegraphic mention of shipments of specie from Liverpool to New York, and it is probable that since the beginning of the panic there has been an aggregate of $10,000,000 of gold shipped from England to the United States. On the other hand, there has been a steady export of silver coin and silver bars from New York to Liverpool, and of silver coin from San Francisco to China. But in the aggregate this export of silver has exceeded $8,000,000, while the exports of gold have, as before mentioned, been near $10,000,000. But now, also, there are indications that a large part of the export of silver bullion will cease, because the demand for silver coin for circulation is increasing. Our dispatches from Philadelphia this morning notice the deposit of $50,000 at the mint by a Chicago firm for coinage; and also note daily inquiries at the mint for fractional silver for circulation. The price of silver coins in New York has advanced about 2 per cent in the last two weeks, and the bullion dealers there now quote American fractional silver coins at from 94 to 96 in gold on the dollar, against 92 to 94 two weeks ago. The cause of the advance is partly, but not wholly, due to the demand for coin for circulation. This advance is, however, only temporary, as the price of silver bullion is enough lower than coin to pay a profit in getting it coined. If gold keeps down to its present price, as there is every possibility that it will, and even that it will go considerably lower before the close of the year. Silver coin will certainly come largely into circulation.

As far as the influx of specie from England is concerned, there is, however, another and less favorable aspect of the case, and that is the danger that the drain of specie may make

A PANIC IN ENGLAND.

The Bank of England has already increased its rate of discount from 3½ per cent at the beginning of September to 7 per cent now, in order to check the outflow of specie, and, as the drain continues, the rate will be raised to higher figures. It is also well known that American importers, being unable to collect from their customers in this country, are unable to remit to their European creditors, and that this is disturbing confidence and gradually tightening the English money market. A significant fact in this connection is the

DEPRESSION OF FOREIGN EXCHANGE

in New York. It is true, the balance of trade is now in our favor, and sterling exchange would be below par anyhow, but New York advices show that in that city there is a good supply of breadstuffs bills offering, but these are not sufficient to depress prices, and the principal cause of the existing depression is the lack of any large demand for exchange on the part of merchants, who are unable to get money to buy bills and make their remittances.

LOCAL STOCK AND BOND MARKET.

Messrs. Preston, Kean & Co. quote as follows this afternoon:

	Buying.	Selling.
U. S. 6s of '81	112¾	112¾
U. S. 5-20s of '62	106	106¾
U. S. 5-20s of '64	106⅞	107
U. S. 5-20s of '65	107⅞	108
U. S. 5-20s of '65 January and July	110	110¾
U. S. 5-20s of '67 January and July	111¾	112⅛
U. S. 5-20s of '68 January and July	111¾	112¼
10-40s, ex. int	106¼	106⅜@106⅝
U. S. 5s (new issue)	106	106¾
U. S. currency 6s	108¾	109¼@109¾
Gold (full weight)	108	108⅛
Gold coupons	108	108⅛
Gold exchange		108⅛
Sterling exchange (large drafts)	108⅛@108	
Chicago City 7s		99 and int.
Cook County 7s		99 and int.
Town, county, and city 10 ℔ cent bonds		95 @ 97½

LATEST.

NEW YORK, Oct. 23.—Money quoted at 7 to 1-32 premium; greenbacks at 1-16 to ⅛ premium. Sterling was firmer at 106¾ to 106⅞ for 60 day, and 107⅞ to 108 for sight. Gold closed quiet and firm at 108⅛ to 108⅜. Carrying rates were 1 to 7, closing at 7; and flat to 1-35 for borrowing. The clearing were $3,000,000; and the customs receipts $60,000. The Treasury disbursed $84,000. Sterling to the amount of $160,000 was to-day at the Assay office, making the total amount since Oct. 6, $1,240,000.

Governments were in good demand, and closed strong. State bonds were quiet and nominal.

Stocks opened strong, but declined ⅛@⅜ before the First Board. The decline was recovered on call, but soon became weak and irregular, with a decline of ½@2½, and closed firmer at ¼@⅜, about the lowest point. The greatest decline was in Ohio, which ranged at 25½@23½@25⅛; Pacific Mail ruled at 33⅜@31½; Wabash at 43⅛@41⅝; Western Union, 59⅝@57⅛@57⅞; Lake Shore, 68⅝@67⅛@67⅞; Northwestern, 39⅛@37⅞; New York Central, 90½@89⅛@89⅞; Rock Island, 92@91⅛@93@111⅜; St. Paul, 31@30; Panama, 90@88. Erie opened at 45⅞, rose to 46⅞, and closed at 46⅞.

Sterling, 108⅛.

GOVERNMENT BONDS.

Coupons, '81	113	Coupons, '67	113
Coupons, '62	106⅛	Coupons, '68	113
Coupons, '64	107⅛	10-40s	106⅝
Coupons, '65	108⅛	Currency 6s	109⅛
Coupons, '65 (new)	112	New 5s	108⅛

STATE BONDS.

Missouris	85½	Virginias, old	35
Tennessees, old	69	North Carolinas, old	18
Tennessees, new	68	North Carolinas, new	13
Virginias, new	32		

STOCKS.

Canton	50	St. Paul pfd	53⅛
Western Union	57⅞	Wabash	42
Adams Express	80	Wabash pfd, offered	75
Quicksilver	22	Terre Haute	5
Wells Fargo	59	Terre Haute pfd	25
American Express	53	Ft. Wayne	83⅜
United States Ex	55	Chicago & Alton	90
Pacific Mail	31⅞	Chicago & Alton pfd	90
New York Central	89⅞	Ohio & Mississippi	23⅛
Erie	46⅞	C., C. & C	30⅞
Erie pfd	64⅛	C., B. & Q	87
Harlem	108	Lake Shore	67⅞
Harlem pfd	119	Indiana Central	20⅛
Michigan Central	70	Illinois Central	94
Pittsburgh	75	Union Pacific stocks	17⅞
Northwestern	37⅞	Union Pacific bonds	73⅛
Northwestern pfd	64	Central Pacific bonds	91
Rock Island	91⅞	Del., Lack. & West	87
N. J. Central	88⅛	B., H. & Erie	1⅛
St. Paul	28⅞		

REAL ESTATE.

The following instruments were filed for record on Thursday, Oct. 23:

CITY PROPERTY.

Thirty-second st, 97 ft e of Wabash av, s f, 20x97 ft, with building, dated Sept. 1; consideration, $8,000.

Same property, dated Oct. 22; consideration, $7,000.

Twelfth st, 216 ft e of Western av, n f, a triangular piece of 58¼x63¼x85¾ ft, dated July 26; consideration, $1,000.

Danis av, 123 ft s of Thompson st, e f, 25x126½ ft, dated Sept. 22; consideration, $450.

Ashland av, s e corner of Adams st, w f, 100x149 ft, dated Oct. 21; consideration, $25,000.

Johnson place, 159½ ft n of Egan av, e f, 44x132 ft, dated July 10; consideration, $3,520.

Prairie av, 175 ft s of Thirty-second st, e f, 25x125½ ft, and other property, dated Oct. 1; consideration, $2,500.

Same property, dated Oct. 21; consideration, $2,500.

Mohawk st, 477 9-10 ft s of Black Hawk st, e f, 25x132 15-100 ft, with buildings, dated Oct. 20; consideration, $3,000.

Same property, dated Oct. 22; consideration, $3,200.

Brown st, s e cor of Eighteenth st, w f, 25x100 ft, dated Oct. 21, 1862, consideration, $1,100.

Burnside st, No. 438, 342 2-10 ft s of Twenty-seventh st, e f, 25x100 ft, dated Oct. 23; consideration, $3,000.

Adams st, near Kedzie av, s f, 20x182 7-10 ft, dated Sept. 1; consideration, $6,000.

Lots 7 to 11 and w 17 ft of Lot 6, in Block 7, of e ½ n w ¼ Sec. 26, 39, 13, dated Nov. 1, 1872; consideration, $3,976.

Noble st, s w cor. of Division st, Lots 32 and 33, dated Oct. 20; consideration, $4,000.

Maxwell st, 475 ft w of Weller st, s f, 24x107 ft, dated July 1; consideration, $1,600.

Larrabee st, 212 ft n of Chicago av, w f, 24x91 ft, dated Oct. 23; consideration, $1,800.

Lots 17 and 18, in n e ¼ of Block 5, of w ½ Sec. 5, 39, 14, dated Oct. 23; consideration, $1,200.

Lot 1, of Mathew's Lots 61 and 70, of w ½ s w ¼ Sec. 1, 39, 13, dated Oct. 14; consideration, $680.

Walnut st, bet Hoyne and Robey, n f, 54 ft to alley, dated Oct. 11; consideration, $12,000.

Wabash av, 140 ft s of Van Buren st, w f, 20 ft to alley, dated Oct. 10; consideration, $25,000.

Same property, dated Oct. 21; consideration, $22,000.

Wabash av, s of Eighteenth st, e f, 50x182 ft, dated Oct. 10; consideration, $30,000.

Stewart av, bet Napoleon and Swift places, w f, Lot 9, dated July 21; consideration, $3,500.

SOUTH OF CITY LIMITS.

Lot 44 and w 15 ft Lot 45, in Sub-Block 4, of Blocks 34 and 35, Sec. 16, 38, 14, dated Oct. 22; consideration, $1,260.

Evans sts, bet Forty-second and Forty-third sts, n ½ of Lot 20, Johnston's Subdivision, dated Sept. 15; consideration, $1,100.

Lot 3, Block 51, Hyde Park, dated June 7; consideration, $2,250.

Lot 3, Block 51, Hyde Park, dated June 7; consideration, $3,000.

NORTH OF CITY LIMITS.

Lot 57, Block 1, of Block 15, in n e ¼ Sec 29, 40, 14, dated Sept. 25; consideration, $1,000.

WEST OF CITY LIMITS.

Clara place, n f, 54x102 ft, being Lot 2 of Block 2, Powell's Subdn in E ½ of N E ¼ Sec 36, 40, 14, dated Oct. 22; consideration, $1,000.

COMMERCIAL.

THURSDAY EVENING, Oct. 23.

The following were the receipts and shipments of the leading articles of produce in Chicago during the past twenty-four hours, and for the corresponding date one year ago:

	RECEIPTS. 1873.	RECEIPTS. 1872.	SHIPMENTS. 1873.	SHIPMENTS. 1872.
Flour, brls	7,551	5,980	4,951	4,871
Wheat, bu	71,370	99,980	143,103	139,831
Corn, bu	149,140	102,710	280,422	162,583
Oats, bu	75,174	55,290	141,795	36,447
Rye, bu	3,610	3,060	800	2,141
Barley, bu	26,704	51,640	24,704	88,872
Grass seed, lbs	74,535	29,096	19,000	39,716
Flax seed, lbs	147,190	176,271	146,800	
Broom-corn, lbs	67,150	51,840	256	5,250
Cured meats, lbs	70,600	82,352	382,780	162,000
Beef, brls		210	130	205
Pork, brls		65	320	3,384
Lard, lbs	12,800	92,380	11,150	379,980
Tallow, lbs	15,720	17,670		
Butter, lbs	88,959	100,933	49,000	11,500
Dressed hogs, No	3	7		
Live hogs, No	15,678	12,253	7,508	4,880
Cattle, No	3,267	3,192	1,039	128
Sheep, No	1,807	2,153		
Hides, lbs	68,000	104,044	63,673	55,570
Highwines, brls	205	650	64	543
Wool, lbs	48,043	27,621	46,315	56,540
Potatoes, bu	1,875	10,103		2,500
Lumber, m feet	5,813	5,551	2,147	2,276
Shingles, m	1,705	3,020	2,662	2,849
Lath, m	370	605	182	417
Salt, brls	3,400	232	2,180	2,727

Withdrawn from store yesterday for city consumption: 5,909 bu wheat; 4,753 bu corn; 1,217 bu oats; 2,650 bu rye; 3,498 bu barley.

The following grain has been inspected into store this morning, up to 10 o'clock: 216 cars wheat; 300 cars corn; 6,000 bu high mixed do, and 12,000 bu No. 2 do by canal; 70 cars oats; 6 cars rye; 49 cars barley. Total (641 cars), 274,000 bu.

The members of the National Board of Trade visited the Chicago Board of Trade this morning, and occupied the platform for about a quarter of an hour, during which time several of the members were introduced by President Culver, and made a brief speech in acknowledgment of the compliment.

It is probable that the receipt of corn by canal is over for the season, although the time for closing the canal is not "up" by several weeks.

There were rumors to-day that the investigations of the Committee on Warehouse Proceedings have revealed a difference of nearly 50,000 bu of grain between the accounts kept by the Warehouseman and the Registrar. There may be nothing in the rumor. The truth will probably be known when the Committee reports next week.

The leading produce markets were again fairly active to-day, with the exception of provisions, which still hang fire, notwithstanding the near approach of winter. With that exception, too, the markets were generally firm, though without any important advance in prices. The shipping movement was rather more extensive than for a day or two past, there being rather less difficulty in the way of negotiating exchange on New York. The prospect now is that the current week will witness a further material reduction of our stocks in store.

The dry-goods market was quiet, while the changes in values were few and unimportant. Groceries sold to only a fair extent, buyers still showing a disposition to abstain from ordering larger amounts than seem to be required to meet current necessities. The changes in prices were confined to an ⅛c decline in white sugars, though some other lines of goods exhibited signs of weakness. In the butter market the volume of sales was somewhat smaller than on the preceding days of the week, and, under liberal offerings, the market was a trifle easier all around, but not quotably lower for any grade. Cheese sold to a fair extent at full previous rates, or at 13@13½c for New York factory, and at 12@13c for Western do. The coal trade was reported good, with prices firmer. Bagging was quiet, as were also the fish, dried fruit, and canned goods markets. Hay remains dull and weak. Leather, hides, paints, and pig-iron were quoted dull and easy.

Lumber was in moderate demand at unchanged prices. There was no change of importance in the departments for nails, iron, or metals. Business is about equal to anticipations, and prices are not subjected to any material changes, though easy for many of the metals. Nails are selling at $4.50@4.62½ rates, the inside being for round lots. Building materials are in moderate demand, and tolerably steady. The hop market was again reported quiet, at 40@45c for prime Western, and about 40c for Bavarians. There was only a light trade in broom corn, and that was confined principally to the lower grades, which are, if anything, a shade easier; choice new, which is now coming in with more freedom, is held firmly at quotations. Wool was inactive and nominal. Timothy and flax seed were dull and easy at $2.40@2.75 for the former, and $1.60@1.70 for the latter. Green apples were very active and firm at $2.75@3.50 per brl, in round lots. Other fruits were held firmly. Peachblow potatoes sold at advanced prices, being in urgent local and shipping demand. Poultry and game were plentiful and slow of sale, excepting prairie chickens and wild ducks; the latter being a trifle lower. Eggs remain firm at 20@21c.

Highwines were less active and unchanged. There was a fair demand early at yesterday's quotations, and 150 brls were sold at 90c per gallon. Later the New York market was quoted lower, at 94c, and then our market slackened off in interest, but closed with firm holders at 90c, and no additional sales. New York is understood to have been weakened, not so much by the anticipation of a greater supply, as by peremptory sales to-day.

Lake freights were in better demand at the decline noted yesterday, and the market ruled steady at 5c on corn and 5½c on wheat to Buffalo, and 11c for corn to Oswego. For wheat to the latter port 11½c was accepted, but this rate was below the general average. A total of fourteen charters was reported, which will carry out 50,000 bu wheat and 250,000 bu corn. The low rates of freight now ruling by lake are drawing considerable quantities of grain that would otherwise be moved by rail, and the railroad movement is, therefore, very light.

Provisions were rather more active, but heavy, though there was no material decline in the prices of live hogs. A considerable quantity of new product was pressing on the market, chiefly for future delivery, and prices weakened 10@20c per brl on mess pork, and ⅛c per lb on lard, while meats were steady, except on old, though not in much request. There was a little more demand, but the orders mostly seemed to have been sent here in the expectation of much lower prices than are now ruling, as the figures named were generally much below the views of holders. There is much less disposition shown this year than usual to take hold speculatively, and trade drags in consequence, as some packers are not prepared to lay up large stocks of product to await purchasers. The market closed at the following range of prices: Mess pork, cash, $13.00; new do, $12.00; do seller December, $12.12½@12.25; seller January, $11.20@12.30; seller February, $12.60@12.65; prime mess pork, $11.00@11.25; extra prime do, $8.75. Lard, cash or seller October, 7⅛c for old, and 7⅛c for new; do, seller November, 7⅛c; do seller December, 7⅛c; do seller January, 7⅛c; do seller February, 7⅜c. Green hams at 6⅝@7⅛c; do seller December 7@7⅛c; sweet pickled hams 8½@9⅛c. Green shoulders at 3½@3¾c; do short ribs or long clear, 5⅜@5⅝c; do short clear, 5¾@6c. Dry salted shoulders, 5⅜@5⅝c; do short ribs, 6⅛@6⅜c; do short ribs, 5⅞@6⅛c; boxed shoulders, seller December, 4⅛c; do Cumberlands, 6@6⅛c; do short ribs or long clear, 6@6⅛c; do short clear 6⅛@6⅜c; do long cut hams, 7⅛@8c. Meats seller January about ⅜c more than for December. Bacon is quoted at 6⅛c for shoulders; 7⅛c for clear ribs; 7⅞c for short clear; and 12@14c for hams, all packed. Mess beef, $8.25@8.50; extra mess do, $9.25@9.50; beef hams, $18.00@18.50 for summer, and $20.00@21.00 for winter packed. City tallow, 6⅞@7c; grease quotable at 4½@6½c. Sales were reported of 800 brls mess pork at $13.00; 400 brls do (new) at $12.00; 2,000 brls do, seller February, at $12.62½; 50 tcs lard at 7⅛c; 500 tcs do (last evening) at 7c; 300 tcs new at 7⅛c; 1,000 tcs do, seller January, at 7⅛c; 1,000 tcs do, seller February, at 7⅜c; 250 bxs shoulders, seller first half of December, at 4⅛c; 100 bxs Cumberlands, seller November, at 6⅛c; 150 bxs long and short clear together, seller December, at 6⅛c; 120 tcs choice sweet-pickled hams (10 lbs) at 10c; 7,500 lbs bacon hams at 14c packed; 7,000 lbs breakfast bacon at 12½c packed; 4 brls country tallow at 6⅛c; 1 brl No. 2 do at 6c.

Flour was in rather better demand by exporters, who took hold rather liberally when holders were willing to concede about 10c per brl from previous prices, but would not touch it otherwise. They were willing to pay $5.55 for good shipping spring extras in round lots. Sellers were a little more disposed to "shade" on account of the fact that stocks have been on the increase recently under more liberal receipts, with rather light shipments. The demand on local account was fair, and on small, or broken lots, there was no difficulty in obtaining former quotations. Bran was quiet and steady. Sales were reported of 100 brls white winter extras (Archibald's) at $12.00; 100 brls do at $9.00; 100 brls do at $7.75; 100 brls do at $7.45; 100 brls do at $6.50; 200 brls do on private terms; 300 brls red winter extras (Iris) at $5.50; 100 brls spring extras (McCabe's Best) at $6.50; 400 brls do at $5.75; 200 brls do at $5.50; 100 brls do at $4.75; 1,800 brls do on private terms; 100 brls superfines at $4.75; 100 brls do at $4.00; 100 brls buckwheat (Jackman's) and 30 brls do at $9.00. Total 3,930 brls. Also 10 tons bran at $12.00 on track. The following were nominally the closing prices:

Good to favorite brands white winters	$8.00@ 9.00
Medium to good do	6.00@ 7.00
Good to choice spring	5.25@ 6.00
Medium to good do	5.00@ 5.50
Low to fair spring	4.00@ 4.50
Fair to good Minnesota springs	5.50@ 6.00
Choice to fancy do	6.00@ 6.50
Spring superfines	2.75@ 4.50
Bran	12.00@12.50

Wheat was more active and stronger, though the improvement was chiefly in cash wheat, which again advanced 1c per bu under a good demand for shipment, which acted sympathetically on the price of options, causing them to average a shade stronger than yesterday, though the latter department was naturally heavy, and eased off after the demand for cash wheat had been satisfied. There was no special encouragement to holders in the tone of advices from other points, but receipts yesterday and this morning show a decided decrease, which diminished the volume of offerings, and the continued low rate on lake freights induced shippers to take hold freely, as stocks in New York are only moderate, and they hope to be able to take advantage of the higher prices on the seaboard which are expected to ensue when the close of the season of navigation will shut off shipment except by rail. Seller November opened at $1.02, fell off ⅛c, advanced to $1.03⅛, and closed at $1.02⅞. Cash No. 2 spring opened at $1.04⅛, rose to $1.05⅛, and closed with holders at $1.05, when seller the month was nominal at $1.04⅛. Seller December sold at $1.03⅛@1.04⅛, closing at $1.03⅞. Northwestern receipts of No. 2 closed firm at $1.07⅛, and of No. 1 at $1.09⅛, while straight No. 1 closed at $1.08. No. 3 spring closed at $1.01⅛, and rejected do at 95c. Cash sales were reported of 4,000 bu No. 1 spring at $1.08⅛; 3,200 bu do at $1.08; 800 bu do at $1.07⅛; 1,200 bu do at $1.07; 800 bu do at $1.06⅛; 1,600 bu No. 1 Northwestern at $1.10; 800 bu do at $1.09⅛; 1,600 bu do at $1.07⅛; 400 bu do at $1.07; 800 bu do at $1.06⅛; 14,000 bu No. 2 spring at $1.05⅛; 80,000 bu do at $1.05; 28,000 bu do at $1.04⅞; 13,200 bu do at $1.04⅞; 2,800 bu do at $1.04⅛; 3,000 bu No. 2 Northwestern at $1.07⅛; 2,000 bu do at $1.07; 7,500 bu do at $1.05⅛; 800 bu do at $1.05⅛; 6,400 bu do at $1.05; 800 bu No. 3 spring at $1.01⅛; 2,800 bu do at $1.01⅛; 11,600 bu do at $1.01; 800 bu do at $1.00⅛; 800 bu do at $1.00; 800 bu rejected spring at 95c; 400 bu by sample at $1.15, delivered. Total, 190,900 bu.

Corn was active, and averaged ⅛c higher, being quite strong during the greater part of the session, under a good demand, both for cash lots and options. The shipping inquiry was fair, being stimulated by the low freight rates; but was mostly on account of interior New England points, as dealers on the seaboard write that they can buy in New York and have it laid down at home at 4@5c per bu less than if they should buy in Chicago. There was nothing in the advices from New York to cause strength, but the short interest bought largely, and thus forced up the market, being apparently influenced by the smaller receipts and the rather rapid decrease of our stocks in store, which bid fair to be less than 2,500,000 bu of all grades by the close of the current week, or 2,000,000 bu by the time that shippers will begin to haul off for the winter. Seller November opened at 38⅛c, fell back to 38⅛c, advanced to 38⅞c, and closed firm at 38⅞c. Seller last half do sold at 39c. Seller December sold at 39⅛@39⅞c, closing at 39⅞c. Regular No. 2, or seller the month, sold at 38@38⅛c, closing at 38⅛@38⅜c. Strictly fresh receipts of No. 2 sold at 38⅛@38⅜c, closing firm at the outside, with a very slight preference for high mixed. Rejected closed firm at 37⅛c, being in very good shipping demand. Cash sales were reported of 30,000 bu high mixed and No. 2 at 38⅞c; 26,000 bu do at 38⅜c; 153,000 bu No. 2 at 38⅛c; 45,000 bu do at 38⅛c; 15,000 bu do at 38⅛c; 5,000 bu do at 38⅛c; 46,000 bu do at 38c; 3,200 bu rejected at 37⅞c; 6,000 bu do at 37⅛c; 18,800 bu do at 37c; 6,000 bu No. 2 at 40c; 6,000 bu do at 39⅞c; 12,000 bu high mixed at 39⅛c. Total, 372,000 bu.

Oats were in good demand, though rather less active than yesterday, and were firm at about the same range of prices. The market was very steady throughout, at 32⅛@32⅛c seller November, 32c for cash lots in ordinary houses, and 32⅛@32⅜c for round lots, the outside being willingly paid in houses where shippers had already secured part cargoes. Rejected were quiet at 28⅛@28⅜c. The receipts are liberal, but the outward movement recently has been so free that our stocks in store are reduced to a rather low point. Cash sales were reported of 35,000 bu No. 2 at 32⅛c; 10,000 bu do at 32⅛c; 40,000 bu do at 32c; 2,400 bu rejected at 28⅛c; 600 bu do at 28⅛c; 800 bu white, by sample, at 35⅛c; 4,200 bu do at 34c, latter delivered. Total, 93,000 bu.

Rye was again quiet, but a shade firmer than yesterday. Though the demand was still light, it was fully equal to the supply, as some holders were unwilling to sell at the reduction obtained yesterday. Cash sales were reported of 4,000 bu No. 2, in preferred houses, at 63c, and 800 bu do, in houses not named, at 62c.

Barley was in fair demand, and again advanced 1c per bu, as the offerings were rather spare, and much less than the quantity wanted in No. 2. The receipts of this morning showed a falling off, and some fears were expressed that there will not be enough in the West to supply the consumptive requirements of the region which must draw from Chicago, in the absence of barley elsewhere. No. 2 sold at $1.33@1.33⅛, and No. 3 at $1.02@1.03, both closing firm at the outside. No. 2 sold at $1.33, seller November. Rejected closed at 77c in ordinary houses, and at 80c in the City Elevator. Cash sales were reported of 400 bu No. 2 at $1.34; 5,600 bu do at $1.33⅛; 3,600 bu do at $1.33; 6,000 bu No. 3 at $1.03; 2,400 bu do at $1.02⅛; 13,600 bu do at $1.02; 800 bu rejected at 82c; 1,600 bu do at 81c; 1,200 bu do at 80c; 2,800 bu do 79c; 1,600 bu do at 78⅛c; 7,200 bu do at 78c; 1,600 bu do at 77c; 800 bu do at 76c; 1,600 bu by sample at $1.43; 400 bu do at $1.28; 400 bu do at $1.23; 400 bu do at $1.22; 400 bu do at $1.20; 400 bu do at $1.11; 400 bu do at $1.10; 800 bu do at $1.06; 1,200 bu do at $1.05; 1,200 bu do at $1.00; 400 bu do at 93c; 800 bu do at 82c on track; 400 bu do at $1.10; 800 bu do at $1.00; 800 bu do at 97c; 800 bu do at 95c, delivered. Total, 60,400 bu.

The following were the reported stocks of provisions in New Orleans on Oct. 18: Pork, 7,680 brls; lard, 1,381 tcs and 2,280 kegs; shoulders and sides, 908 casks.

The following were the stocks of provisions in St. Louis, Oct. 20: Pork, 1,000 brls; bacon, 3,500,000 lbs; dry salted meats, 1,500,000 lbs.

EUROPEAN MARKETS.

The following is Beerbohm's dispatch to the Board of Trade in this city to-day:

OCT. 23.—London—Floating cargoes of corn quieter. Cargoes of wheat on passage largely increased since last week. Cargoes of corn on passage slightly decreased since last week.

WOOL.

Harding, Gray & Dewey, of Boston, write as follows under date of the 20th inst.:

So far as stocks of wool are concerned, there is in fact no surplus of any description, and the only check to the upward tendency of prices is the unsettled state of the money market. The stock of fleeces at Boston, New York, Philadelphia, and other points is known to be much smaller than at this time last year. The bulk of the spring clip of California has passed into the hands of manufacturers, while last year at this time a large portion of this clip still remained in the hands of speculators. Pulled wool is scarce at all points, and round lots of super and X are difficult to find. The supply of foreign wool is also in marked contrast with the stocks on hand at this time last year. From the circular of Messrs. George F. Moore & Co., now in preparation, we learn that the imports for the first nine months of the year, made up from official returns, show a falling off of 36,744,224 lbs compared with the imports for the corresponding months of 1872. There has been a decrease in the import from the Argentine Republic of 2,000,000 lbs; a decrease from the Cape of 8,500,000 lbs; a decrease from Australia of 4,000,000 lbs; a decrease from England of 23,000,000 lbs; and an increase from Montevideo of 5,000,000 lbs. The stock of foreign in bond Sept. 30, 1872, was 22,000,161 lbs more than on the 1st of January, 1872, while the stock of foreign in bond Sept. 30, 1873, was 12,401,980 lbs less than on the 1st of January, 1873. These facts show very clearly that there is no surplus of wool in the country, and it is not surprising that prices of wool have been so well maintained, even under the pressure of such a money panic as we have experienced the past four weeks.

New fall California comes along slowly, and, as we anticipated, is not received with much favor by manufacturers. The condition of the wool is poor, and very little is likely to command over 25c per lb. Some lots are held at 27@28c per lb, but these prices are above the views of buyers.

COAL PRICES.

The *Bulletin of the American Iron and Steel Association* publishes a table of prices of anthracite coal, the averages of which are complete for the forty years beginning 1834:

1834	$4.84	1854	$5.19
1835	4.84	1855	4.49
1836	6.64	1856	4.11
1837	5.72	1857	3.87
1838	5.27	1858	3.43
1839	5.00	1859	3.25
1840	4.91	1860	3.40
1841	5.79	1861	2.39
1842	4.18	1862	4.14
1843	3.27	1863	5.06
1844	3.20	1864	8.39
1845	3.46	1865	7.85
1846	3.90	1866	5.80
1847	3.80	1867	4.37
1848	3.50	1868	3.86
1849	3.62	1869	5.31
1850	3.64	1870	4.39
1851	3.34	1871	4.46
1852	3.46	1872	3.74
1853	3.70	1873	4.16

This gives $4.35 as the average of the first twenty years, and $4.68 for the last twenty, or $4.52 for the whole term. But these averages are irrespective of the quantities sold. The average for each ton would be considerably higher, owing to the increase in the production of recent years.

LATEST.

Wheat was moderately active in the afternoon, and closed the same as on 'Change, selling at $1.01⅞@1.02⅛ seller November, closing at $1.02⅛, and at $1.03⅛@1.03⅞ seller December. Corn was quiet and a shade stronger, selling at 38⅛@38⅞c seller November, closing at the outside, and at 39⅞c seller December. In provisions we note sales of 350 tcs lard at 7⅛c, and 500 boxes short and long clears at 6⅛c, all seller January. Lake freights were quiet and nominally firm; 5c was offered for a vessel to load wheat.

CHICAGO DAILY MARKET.

THURSDAY EVENING, Oct. 23.

ALCOHOL—Was in fair request and steady at $1.80@1.85 for 94 per cent proof.

BROOM CORN—The market is rather quiet, though there is some inquiry for common corn, and prices are shaded now and then for currency. The receipts of new corn are larger, and the quality good. We again quote: Choice to extra hurl, 8@9c; brush that will work itself into a choice hurl broom, 6½@7c; for good do, 5½@6c; good to choice stock braid, 5⅛@6⅛c; inferior brush, 3½@4½c.

BEANS AND PEAS—There was a fair inquiry for good beans, and prices were a shade easier. Good navies sold at $2.50, and mediums at $2.25@2.30. We quote: Prime navies, $2.50@2.65; good to prime medium, $2.25@2.50; common to fair beans, $1.25@2.00. Green peas, $1.40@1.45 per bu; yellow do, $1.25.

BUILDING MATERIALS—Were quiet and unchanged. A few contracts for brick are being made, and there is some inquiry for lime and cement, but the market is, generally speaking, dull. We quote: Stucco, $2.50@3.50; New York stucco, casting, $3.50@4.00; Portland cement, $7.50@8.00 ℔ brl; Rosendale cement, $3.25@3.50; Utica, Louisville, Manilus, and Akron cement, $2.00 ℔ brl; marble dust, $3.00; lime in bulk, 80c@$1.00; lime (brls), $1.10@1.15 ℔ brl; white sand, ℔ brl, $1.50@2.00; plastering hair, ℔ bu, 40c; land plaster, $2.00 ℔ brl; fire brick, ℔ 1,000, $55.00@90.00; building brick (common), $6.50@7.00; pressed brick, $14.00@15.00; sewer brick, $8.50; Milwaukee and Racine pressed, $25.00@30.00, del.; do common, $14.00@16.00; Indiana pressed, $18.00@25.00; do common, $10.00@15.00; fire clay, ℔ brl, $3.00@4.00.

BUTTER—A liberal amount of trading was done in this staple at prices not varying materially from those current for a fortnight past, though the prevalent feeling was, if anything, a trifle easier, the liberal receipts of the past few days having a weakening tendency. We make no change in our list, as follows: Choice yellow, 25@30c; medium to good, 19@24c; inferior to common, 13@18c.

BAGGING—The situation of this market was much the same as noted in previous reports, a steady, moderate demand existing at comparatively steady prices. We repeat our list as follows: Stark A, 37½c; Ludlow A, 35½c; Lewiston A, 35c; American, 32½c; Amoskeag A, 32½c; Otter Creek, 33½c; burlap bags, 4 and 5 bu, 18½@20c; gunnies, single, 17@18c; double, 28c; wool sacks, 63@65c.

CHEESE—The demand for cheese, though mainly restricted to supplying current wants, is fair in the aggregate, and the market still presents a firm tone. There are no large stocks in store, jobbers refusing to "stock up" at the prices demanded by factorymen. We continue to quote: New York factory, mild, 13@13½c; Ohio factory and Western factory, do, 12@13c; lower grades, 7@11c.

COAL—There was fair activity in the coal trade, and former prices were generally well sustained. Quotations are as follows: Lehigh, prepared, $11.00; Lackawanna, $10.00; Erie, $9.50; Walnut Hill, $9.50; Cherry Mine, $9.00; Blossburg, $9.00@9.50; Cannel, $10.00; Lick Run, $8.50; Hocking Valley, $8.50@9.00; Indiana block, $7.50@8.00; Kirkland Grate, $8.50; Minonk, $8.00; Kingston, $7.00; Wilmington, $6.00.

COOPERAGE—Was quiet but steady at the following quotations: Pork barrels, $1.40@1.45; whisky barrels, $2.00@2.10; lard, tierces, $1.60@1.75; flour barrels, 48@75c; pork staves, rough, $22.00@24.00; do, bucked, $24.00@26.00; tierce staves, rough, $20.00@25.00; do bucked or sawed, $25.00@28.00; whisky staves, rough, $28.00@30.00; do bucked, $35.00; flour staves, $9.00@10.50; circle flour heading, 7½@9½c per set; flour hoop-poles, $14.00@15.00 per m; pork and tierce poles, $30.00@40.00 per m. Sales were reported of 1 car at $1.40 for pork barrels and $1.65 for tierces.

EGGS—Were in continued good local and order demand, and with moderate offerings, firm at 20@21c. Sales include 230 cases and 500 doz at 21c; 145 doz at 20c.

FEATHERS—A further decline of 2c is noted in prime live geese feathers. The receipts are fair, but dealers are not buyers largely. We quote: Prime to choice live-geese feathers, 70@71c; jobbing price, 78@82c; chicken, 6@8c.

FISH—Dealers reported a quiet trade, with little or no change in values. Were stocks as full as they usually are at this season, the present dullness might be expected to result in a decline, but the supply is so light that no material depreciation is looked for. We quote: No. 1 whitefish, ½-brl, $5.50@5.60; No. 2 do, $5.25@5.40; No. 1 trout, $5.00@5.25; No. 1 shore mackerel, new, ½-brl, $13.50@14.00; No. 1 bay, $10.00@10.50; No. 2 mackerel, ½-brl, $8.50 @ 8.75; No. 1 family mackerel, ½-brl, $7.00@7.25; No. 1 shore kits, $2.15@2.25; bank codfish, $6.00@6.25; George's codfish, $6.50@6.75; Labrador herring, split, brls, $9.00@9.50; do, ½-brl, $4.75@5.00; Labrador herring, round, brl, $8.00@8.50; do ½-brl, $4.25@4.50; box herring, No. 1, 30@33c; box herring scaled, 40@43c; Columbia River salmon, ½-brls, $10.00@10.25.

FRUITS AND NUTS—Continues in moderate demand, with prices unsettled and generally weak. Raisins are still declining, and the tendency in currants, apples, peaches, and blackberries is also downward. Quotations are as follows: FOREIGN—Dates, 8½@9c; figs, drums, 11@12c; figs, in boxes, new, 15@17c; French prunes, 13@14c; Turkish prunes, 14@15c; raisins, layers, new, $2.95@3.00; raisins, layers, old, $2.50@2.75; raisins, loose Muscatel, $3.40@3.50; raisins, Valencia, new, 13½@14c; Zante currants, new, 7½@7½c; old do, 7c; citron, 38@40c. DOMESTIC—Alden apples, 17@20c; Michigan, sliced, 10 @ 10½c; Michigan quarters, 8½ @ 9½c; Western do, 7½@8c; Southern do, 6½@7½c; peaches, pared, 24@25c; peaches, halves, 9½@10c; do, mixed, 7½@8c; blackberries, new, 13½@14½c; raspberries, 42@43c; pitted cherries, 30@32c. NUTS—Filberts, 15@16c; almonds, Terragona, 23@24c; Naples walnuts, 27@28c; Chili walnuts, 23@24c; French walnuts, 16@17c; Brazils, 9½@10½c; pecans, Texas, 14@15c; African peanuts, 6½@7½c; Wilmington peanuts, 8½@9c; Tennessee peanuts, 6½@7½c.

GROCERIES—Only a fair aggregate of sales was accomplished in this department to-day, and aside from coffees, the quotations were not as firmly adhered to as on the earlier days of the week. Under an increased supply, and a pressure from refiners' agents to sell, the market for white sugars weakened to the extent of an ⅛c. Brown and molasses sugars are still in light-stock, and remain steady as previously quoted. Syrups and molasses were working easier, as were also spices, soaps, and candles. We revise our list as follows:

BI-CARB. SODA—7½@8c.

COFFEES—Mocha, 34½@35c; O. G. Java, 30½@31½c; Java, No. 2, 29½@29½c; fancy Rio, 26½@26⅞c; choice do, 26@26½c; prime Rio, 25½@25½c; good do, 24½@25c; common do, 23½@24½c; roasting do, 23@23½c; Singapore Java, 28@28½c; Costa Rica, fancy, 26½@26⅞c; do, prime, 25½@26c; Maracaibo, 25½@26½c.

CANDLES—Star, full weight, 19@19½c; stearine, full weight, 14½@15c; do, short weight, 13½@14c.

RICE—Patna, 8⅛@8½c; Rangoon, 7½@7½c; Carolina, 9½@9⅞c.

SUGARS—Patent cut loaf, 12½@12⅞c; crushed and powdered, 11½@11⅞c; granulated, 11⅛@11⅜c; A, standard, 10⅞@10⅞c; do, No. 2, 10⅜@10⅝c; B, 10⅝@10⅝c; extra C, 10⅛@10⅜c; C No. 2, 10⅛@10⅜c; yellow C, No. 1, 10@10⅛c; choice brown, 9⅞@10c; prime do, 9½@9⅞c; fair do, 9@9½c; choice molasses sugar, 9½@10c; fair do, 9@9½c; common do, 8@8½c; New Orleans sugar, choice, 9½@9⅞c; do prime, 9@9½c; do, fair, 8⅛@8⅞c; common, 7⅞@8⅛c.

SYRUPS—Diamond drips, $1.30@1.35; silver drips, extra fine, 80@85c; good sugar-house syrup, 53@60c; extra do, 65@70c; New Orleans molasses, choice, 85@90c; do prime, 75@80c; do common, 65@70c; Porto Rico molasses, choice, 62@65c; common molasses, 32@35c.

SALERATUS—Common to best, 9@9½c.

SPICES—Allspice, 17@18c; cloves, 38@40c; cassia, 38@40c; pepper, 28@29c; nutmegs, $1.30@1.35; ginger, pure, 28@30c; do No. 1, 20@25c; do No. 2, 16@19c.

SOAPS—German mottled, 6½@6⅞c; Golden West, 6@6⅛c; White Lilly, 6½@6⅛c; White Rose, 6½@6⅞c; palm, 6@6½c; Savon Imperial, 6@6½c; white Russian, 5⅞@6c; Champaign, 6½@6⅞c; primrose, 6@6⅛c.

STARCH—Gloss, 9½@10c; corn, 9@11c; laundry, 6@7c; common, 5@6c.

GREEN FRUITS—Apples are in active shipping demand and firm at $2.75@3.50 for fair to choice winter varieties. Cranberries are also firm, and trade is improving steadily. Grapes were in moderate supply and firm. We quote: Lemons, $10.00@11.00 ℔ box; inferior lemons, $9.00@10.00; oranges, $10.00 per brl; Californiapears, $4.00@4.50 per case; do plums, 20 lbs, $2.50@3.00. Common to choice apples, $2.00@3.50 per brl; do in car lots, $2.75@3.50. Pears, 75c@90c per box or basket. Grapes, Concords, per case 12-lb boxes), $3.25@4.00; Catawbas do, $4.25 per case; cultivated cranberries (Cary's and Sackett's), $15.00 per brl; cultivated do, $12.00@14.00; Cape Cod do, $13.00@14.00 per brl; wild do, $11.00@12.00. Quinces, $1.00@1.15 per basket. We note sales of 15 cars, or 2,240 brls, green apples (Henning's brand); 5 cars at $3.50; 6 cars at $3.35; 2 cars at $3.00; and 2 cars at $2.75. Also, 2 cars at $2.60; 1 car at $2.75; 4 cars at $3.00; 1 car at $3.25; 2 cars at $3.35; 3 cars at $3.40.

HOPS—Consumers are buying only to supply their immediate wants. The receipts of Western are larger, and prices range from 35@40c for hops from first hands. We quote: Prime Western at 40@45c; New York State at 50c; Bavarians at 40c.

HAY—Only a light movement in pressed hay was witnessed, and, under liberal offerings, the market continues weak and unsettled. Loose descriptions on wagon were in fair local request at tolerably full rates. We quote the wholesale prices paid by dealers, as follows—cars to contain 20,000 lbs: New Timothy, prime, $14.50@15.00; do, No. 1, $14.00@14.50; do, No. 2, $12.00@13.00; mixed, $11.00@11.50; prairie, upland, $9.50@10.00; do, midland, $8.50@9.00; do, slough, $7.00@8.00. LOOSE ON WAGON—Timothy, $11.00@13.00; prairie, $7.00@9.50. For delivery of pressed, $1.00@1.50, according to distance.

HIDES—Sold to a limited extent only, and prices were barely sustained, sales being effected chiefly at inside to medium figures. We quote: Green city butchers', 7c; green cured, light, 10@10½c; do, heavy, 9@9½c; part cured, 8½@9½c; green calf, 14½@15c; veal kip, 12c; dry calf, 24c; dry kip, 20@21c; dry salted, 17c; dry flint, 19@20c; long-haired kip, 11c; deacon skins, 50@60c; grubby, scored, cut, or otherwise damaged, two-thirds price.

IRON AND STEEL—Business is only fair and rates are unchanged. The reduction in the price of bar iron to 3 3-10c at Pittsburgh, noted in the telegraphic columns this morning, affects wages only, they having heretofore been based on 3 6-10c, the published card. Jobbers have for some time past bought at the lower rate, and no change will be made here. We quote:

Iron	$ 3 6-10@ 4	rates
Horse-shoe iron	5½ @ 6	rates
Plate iron, common tank	6 @ 6½	rates
Norway iron	9 @ 9½c	℔ lb
Norway nail-rods	9½ @10c	℔ lb
German plow steel	11 @12c	℔ lb
Cast plow steel	11½ @12c	℔ lb
American tool steel	16 @18c	℔ lb
Chrome tool steel	18 @20c	℔ lb
English tool steel	21½ @23	rates
English spring steel	10 @11	rates
American cast spring steel	12 @13	rates
Steel tire, ½-in	8½ @ 9c	℔ lb

LEATHER—Trade was again reported slack, with prices generally in buyers' favor. Below are the current quotations:

HEMLOCK.

City harness	$ 38@ 40
Country harness	35@ 37
Line, city, ℔ lb	40@ 42
Kip, ℔ lb	60@ 1.10
Kip, veals	85@ 1.20
City upper, No. 1, ℔ ft	27@ 29
City upper, No. 2, ℔ ft	24@ 26
Country upper	23@ 25
Collar, ℔ ft	20@ 23
Calf, city	1.20@ 1.40
Calf, country	1.10@ 1.25
Rough upper, standard	30@ 35
Rough upper, damaged	27@ 30
Buffalo slaughter sole	33@ 37
"B. A." sole	30@ 32

OAK.

Calf	1.20@ 1.35
Kip	75@ 1.10
Harness	40@ 45
French calf, Jodot	55.00@80.00
French calf, Lemoine	50.00@75.00
French calf, 24 to 36 lbs	1.65@ 2.25
French kip, 50 to 100 lbs	1.00@ 1.60

METALS AND TINNERS' STOCK—Were in moderate demand at unchanged prices, as follows:

TIN PLATE—IC, 10x14, $13.00; do, 12x12, $13.50; do, 14x20, $14.00; do, roofing, 14x20, IC, $12.50; do, 20x28, $26.00.

PIG TIN—Large, 40c; small, 41c; bar, 42c.

LEAD—Pig, 8½c; bar, 10c; pipe, full coils, 10½c; cut do, 11c.

SHEET ZINC—Full casks, 11c; half casks, 11½@11¾c; less quantity, 11½c; slabs, 8½c.

SHEET IRON—No. 24, 6c rates; Russia iron, 23c; do No. 1 stained, 20c rates.

GALVANIZED IRON—No. 16@20, 15c; No. 22@24, 16c; No. 25@26, 17c; No. 27, 18c; No. 28, 20c. A discount of 25 per cent is made from this list.

COPPER—Copper bottoms, 38c; braziers, over 12 lbs, 47c; tinned copper, 38c; planished copper. 46c; do, cut to sizes, 48c.

WIRE—Nos. 1 to 6, 9c; 7 to 9, 10c; 10 to 11, 11c; 12, 11½c; 13 and 14, 12½c; 15 and 16, 14c; 17, 15c; 18, 16c; 19, 19c; 20, 20c; full bundle, 25 per cent discount; fence wire, by car-load, 6½c.

NAILS—The demand continues good, and prices rule steady at $4.62½. The usual discount is allowed for round lots. We quote: 10@60d, per keg, $4.62½; 8d do, $4.87½; do, 6d $5.12½; 4d and 5d do, $5.37½; 3d do, $6.12½; 3d do, fine, $7.62½; 2d do, $7.62½; clinch, $7.00.

NAVAL STORES—Were in moderate request and steady. We again quote: Manilla rope ℔ lb, 17½c; sisal rope, ℔ lb, 15½@16½c; cash hemp cord, ℔ lb, 20@25c; marline, ℔ lb, 20@22c; tarred rope, ℔ lb, 17@18c; oakum, ℔ bale, $5.00@5.50 pitch, ℔ brl, $5.00@6.00; tar, ℔ brl, $5.50@6.00.

OILS—A trifle easier feeling in lard oil was noted, with which exception the market was without perceptible change. Stocks of carbon are extremely light, and, under a strong demand, the market remains firm. Linseed is quiet and a trifle easier, but not quotably lower. Other oils ruled steady. We quote: Carbon, 18c; extra lard oil, strictly winter, 80c; do, current make, 73@75c; No. 1, 68@70c; No. 2, 65c; linseed, raw, $1.00; do boiled, $1.05; whale, 80@82c; sperm, $2.10@2.20; neats foot oil, strictly pure, $1.10; do extra, 90c; do No. 1, 75c; bank oil, 60c; straits, 65c; elephant oil, 95c; turpentine, 53c; naphtha, 63 gravity, 18@19c; naphtha, common, 15@16c.

POTATOES—The demand continues active, and the supply is scarcely adequate. Orders are being received daily from various points, where, in previous years, potatoes have been abundant. The partial failure of the crop in this State and Iowa is attributed to the drought. The crop in Michigan and Wisconsin is supposed to be fair. The market is very firm. Peachblows sell from store at 90c@$1.00; early rose at 80@85c. Car lots of peachblows were higher, selling at 90c@1.00 delivered. Sales include 1 car extra peachblows at $1.00; 4 cars at 90c; 1 car, early rose at 75c, all delivered; 1 car peachblows at 95c on track. Sweet potatoes were quoted steady at $2.75@3.00.

POULTRY AND GAME—The receipts were liberal, but there was only a limited inquiry for poultry, and prices were easy. Dressed chickens sold at $2.00@3.50 per doz. Game was in fair demand and steady, except ducks, which were lower. Trapped prairie chickens brought $3.50 per doz. We quote: Old or mixed chickens, $2.75@3.25; spring do, $2.25@2.50; ducks, $1.00@3.25; geese, $9.00@11.00; turkeys, 11@12c; prairie chickens, $3.00@3.25; partridges, $4.25; quail, $2.00; mallard ducks, $1.50@2.75 per doz; small ducks, $1.25@1.50; snipe, $1.25; venison saddles, long cut, 16c; hams, 15@16c.

SEEDS—This market was dull and easy, though not quotably lower. Timothy was quoted at $2.40@2.75, and flax at $1.60@1.70; clover at $5.50. Sales embrace 1 car good flax at $1.70; 100 bags good timothy at $2.65; 23 bags fair at $2.50; 8 bags ordinary at $2.45; 88 bags poor at $1.87½.

SALT—The demand is improving and prices are ruling steady at the annexed range: Onondaga, Canada, and Saginaw, fine, $2.00; ordinary coarse, $2.10; coarse diamond, C, $2.15; ground solar, $2.15; dairy, without bags, $3.25; dairy, with bags, $4.10@4.25; Ashton dairy, per sack, $5.00@5.25; Turk's Island, $2.00.

TEAS—We continue to quote as follows: Young hyson, common to fair, 40@50c; do good, 60@70c; do choice to extra fine, 95c@$1.10; common to fine old hyson, 65@85c; common imperial, 50@60c; good to choice do, 80c@$1.10; fair to good gunpowder, 70@90c; choice Pingsuey, $1.15@1.20; extra Moyune, $1.35@1.40; choice to extra new Japan, 90c@$1.00; fair to good old, 65@70c; common do, 38@42c; colored natural leaf Japan, 55@65c; common to fine Oolong, 35@45c; good, 55@65c; choice to extra, 85c@$1.00.

TOBACCO—Was quiet as previously quoted:

FINE CUT—Extra, 75@85c; choice, 65@70c; medium, 55@60c; poor to common, 40@50c.

PLUG—Natural leaf, 75@80c; half bright, 60@70c; black, sound, 45@55c.

SMOKING—Good to choice, 32@38c; medium, 29@31c; common, 26@28c.

WOOD—Remains firm. We quote: Beech, $9.50; maple, $10.50; hickory, $11.50; slabs, $6.50@7.00, delivered.

WOOL—The market is inactive and entirely nominal. Following are the asking rates:

Tub, washed, prime	50@52c
Tub, washed, common to good	40@48c
Common dingy	35@40c
Fleece, washed, XX&X, light	40@43c
Fleece, washed, XX&X, dingy	36@38c
Fleece, washed, medium light	40@43c
Coarse, washed	38@40c
Fleece, unwashed, coarse to medium	28@32c
Fleece, unwashed, coarse and dingy	25@26c
Fleece, unwashed, fine	24@29c
Super and extra pulled	35@38c

CHICAGO LIVE-STOCK MARKET.

THURSDAY EVENING, Oct. 23.

The receipts of live-stock since Saturday have been as follows:

	Cattle.	Hogs.	Sheep.
Monday	3,605	6,960	210
Tuesday	3,488	8,726	2,062
Wednesday	3,267	15,675	1,807
Thursday	2,300	12,000	1,068
Total	12,660	43,361	5,147
Same time last week	10,010	47,759	3,702
Week before last	11,612	55,650	4,508

Shipments were as follows:

	Cattle.	Hogs.	Sheep.
Monday	1,428	6,587	....
Tuesday	908	4,834	220
Wednesday	1,039	7,508	....
Total	3,375	18,929	220

CATTLE—The range of prices for the different grades of cattle was about the same as on yesterday, shipping grades selling at $3.50@6.00 for good Texas to extra natives; butchers' stuff at $2.00@3.75, and stockers at $2.50@3.50. If we except stock steers, for which there was more inquiry, no improvement was noticeable in the demand for any class of cattle, and not only were sellers unable to reduce the supply that has been steadily accumulating for the past ten days or more, but they were doomed to witness a further augmentation, the fresh receipts considerably exceeding the day's sales. To what further reductions sellers will be called upon to submit before the hard-pan is reached, is a question not easily solved. Certain it is that unless there is a "let up" in the receipts, and an opportunity given to work off the stale stock now in the Yards the course of prices must continue downward. The sooner Western shippers realize this fact, and curtail shipments, the better will it be for them. Among the offerings were some fine cattle, but well-fatted beeves were the exception, the larger part, as for a number of days past, consisting of Texans, Cherokees, and half-fattened natives. Sales were mostly at $2.25@4.75, or at $2.25@3.00 for common to good Texans and inferior to common natives, and at $4.00@4.75 for medium to good native steers.

QUOTATIONS.

Extra Beeves—Graded steers, averaging 1,400 lbs and upward	$5.65@5.80
Choice Beeves—Fine, fat, well formed 3 year to 5 year old steers, averaging 1,300 to 1,450 lbs	5.25@5.50
Good Beeves—Well-fattened, finely formed steers, averaging 1,200 to 1,350 lbs	4.60@5.00
Medium Grades—Steers in fair flesh, averaging 1,150 to 1,250 lbs	4.00@4.35
Butchers' Stock—Common to fair steers, and good to extra cows, for city slaughter, averaging 800 to 1,100 lbs	3.00@4.00
Stock Cattle—Common cattle, in decent flesh, averaging 700 to 1,050 lbs	2.50@2.65
Inferior—Light and thin cows, heifers, stags, bulls, and scallawag steers	2.00@2.50
Cattle—Texas, choice corn-fed	4.25@4.75
Cattle—Texas, Northern wintered	2.75@3.75
Cattle—Texas, through droves	1.60@2.50

CATTLE SALES.

No.		Av.	Price.
17	calves	240	$4.00
13	stockers	820	3.40
31	stockers	1,024	3.60
12	stockers	924	3.25
10	stockers	866	3.25
17	stockers	769	2.65
13	stockers	796	2.50
10	stockers	780	2.80
15	stockers	840	3.12½
22	cows and heifers	1,136	4.12½
36	Texan steers	919	3.20
15	Texan steers	903	3.20
25	fair steers	1,136	4.12½
132	extra steers	1,476	6.00
50	good steers	1,239	4.60
18	good steers	1,218	4.75
36	medium steers	1,130	4.35
34	Texan steers	1,132	3.25
33	choice steers	1,306	5.65
15	choice steers	1,392	5.60
114	good steers	1,240	4.60
15	Texan steers	1,439	2.62½
17	choice steers	1,300	5.55
20	choice steers	1,330	5.40
18	fair steers	1,120	4.25
18	good steers	1,248	4.75
18	good steers	1,242	4.75
17	choice steers	1,303	5.30
18	choice steers	1,280	5.30
58	calves	234	3.40
9	calves	235	3.00
39	butchers' stock	932	3.00
33	stockers	987	3.10
40	Texas cattle	906	2.65
114	Texas cattle	1,032	3.25
14	Texas cattle	873	3.00
16	Texas cattle	990	3.75
14	Texas cattle	892	2.25
20	good cattle	1,363	5.30

HOGS—The cooler weather enabled packers to again enter the market, and, under an active demand from that source and a good inquiry on Boston account, heavy grades were readily salable at the closing prices of yesterday, or at $3.80@4.10, for common to really choice. There was also a fair inquiry for light weights for the New York and Canada markets, but buyers insisted upon a reduction from yesterday's rates of 5@10c, and at this reduction the bulk of the light hogs changed hands—the best at $4.30@4.35, and the poorest at $4.10@4.15. The pens are now pretty well cleared of stock, and the market closed steady at the above quotations. Sales include the following:

HOG SALES.

No.	Av.	Price.	No.	Av.	Price.	No.	Av.	Price.
42	356	$4.00	115	200	$4.10	36	333	$4.12½
58	235	4.00	58	316	4.00	82	263	4.10
55	192	4.30	48	328	4.10	39	321	4.00
54	253	4.00	46	245	4.05	183	287	4.30
60	200	4.30	36	261	4.00	82	298	3.90
47	286	4.05	23	280	4.00	208	280	4.00
56	283	4.00	56	255	4.00	116	226	4.00
48	334	4.10	48	255	4.00	102	291	4.00
57	288	4.00	150	188	4.27½	45	353	4.00
30	278	4.00	80	214	4.40	54	292	4.15
53	268	4.00	46	340	4.10	83	280	4.00
54	288	4.00	45	257	3.90	57	281	4.00
55	262	4.00	50	350	4.00	51	314	4.00
39	321	4.00	20	305	3.90	183	287	4.30
143	210	4.25	85	260	4.00	96	272	3.90
50	262	4.05	35	257	3.80	103	290	4.05
35	320	4.00	64	236	3.95	37	273	4.10
49	316	4.00	122	218	4.15	51	269	4.10
163	222	4.00	64	217	4.00	36	320	4.00
79	193	4.35	45	363	4.10	60	256	3.95
57	235	4.05	41	261	4.05			

SHEEP—There was no decided change in the general features of this market. The supply, though not large, considerably exceeded the demand, which, as heretofore, was almost wholly of a local character, and prices were again weak and unsettled in consequence. The market closed dull at $2.75@4.25 for poor to extra.

CHICAGO LUMBER MARKET.

THURSDAY EVENING, Oct. 23.

Early in the day there was a tolerably fair inquiry for lumber, and ten or twelve cargoes were sold at the prices which have been ruling for the last few days. The market was quiet in the afternoon, and three or four cargoes were left over. Lath are very scarce, and sell readily at $2.00. Shingles are also in pretty fair request, at $3.12½. Piece stuff, strips, and boards were without special change. We quote: Joists and scantling at $8.00@8.25; boards and strips at $8.50@15.50 for inferior to good mill-run; shingles at $3.12½; and lath at $2.00.

LUMBER FREIGHTS

Manistee, $2.50; Muskegon, $2.00; Ludington, $2.25; Grand Haven, $2.00; Pentwater, $2.25; Menominee, $2.00@2.25; Oconto, $2.65@3.00; White Lake, $2.25.

AT THE YARDS.

The demand continues moderate, and chiefly from the interior. Stocks at many of the yards are said to be light, and, as it seems probable that dealers will carry light stocks through the winter, there is not much disposition to shade prices, though it is done occasionally. Lath are scarce and firm. We quote:

First clear	$50.00 @55.00
Second clear, 1 inch to 2 inch	47.00 @50.00
Third clear, 1 inch	38.00 @40.00
Third clear, thick	43.00 @45.00
Clear flooring, 1st and 2d together, rough	38.00 @40.00
Clear siding, 1st and 2d together	22.00 @23.00
Common siding	18.00 @20.00
Common flooring, dressed, first	33.00 @35.00
Common flooring, dressed, second	28.00 @30.00
Wagon-box boards, selected, 14 inches and upward	36.00 @38.00
A stock boards	36.00 @38.00
B stock boards	27.00 @30.00
C stock boards	15.00 @18.00
Common boards	12.00 @13.00
Joist, scantling, small timber, fencing, etc., 16 feet and under, green	12.00 @13.00
Joist and scantling, 18 to 24 feet	14.00 @20.00
Pickets, square	13.00 @15.00
Pickets, flat	12.00 @13.00
Cedar posts, split	14.00 @18.00
Cedar posts, round	17.00 @35.00
Lath	2.25 @ 2.50
No. 1 sawed shingles	1.50 @ 2.00
A or Star	3.50 @ 3.75
Shingles on track	3.25 @ 3.37½
No. 1 sawed	1.25 @ 1.50

Three dollars per car to be added when transferred, which charge follows the shingles.

Thickness—Five shingles to be two inches in thickness.

Length—Sixteen inches.

HARDWOOD.

Black-Walnut — Counters, $100.00@150.00; clear, $65.00@85.00; common, $35.00@50.00; cull, $20.00@35.00; flooring, $80.00.

Ash—Clear, $28.00@40.00; common, $16.00@25.00; cull, $10.00@15.00; flooring, $30.00@40.00.

Oak—Clear, $25.00@40.00; common, $16.00@25.00; cull, $8.00@15.00.

Hickory—Clear, $28.00@50.00; common, $20.00@35.00; cull, $12.00@18.00.

Maple—Clear, $22.00@35.00; common, $16.00@25.00; cull, $10.00@15.00.

Butternut—Clear, $35.50@60.00; common, $20.00@30.00.

Cherry—Clear, $40.00@60.00; common, $15.00@35.00; cull, $12.00@18.00.

Whitewood—Clear, $30.00@40.00; common, $20.00@25.00; cull, $10.00@15.00.

Wagon Stock—Hickory axles, per set, $1.00@1.50; wagon poles, each, 45@55c; box boards, $30.00@40.00.

Florida red cedar, 35c per ft; mahogany, 30@40c; do counters, 50c; rosewood, 50@80c; white holly, 30c.

MARKETS BY TELEGRAPH.

Foreign Markets.

LIVERPOOL, Oct. 23—11 a. m.—Market unchanged. Flour, 26@28s. Wheat—winter, 11s 3d@12s; spring, 11s 3d@12s; white, 12s 5d@13s; club, 12s 9d@13s. Corn, 31s 9d. Pork, 71s 6d. Lard, 41s.

LIVERPOOL, Oct. 23—3 p. m.—Unchanged.

LIVERPOOL, Oct. 23—COTTON—Quiet and steady; middling upland, 9⅛d; Orleans, 9⅜@9⅝d. Sales, 12,000 bales; American, 5,400; speculation and export, 3,000.

BREADSTUFFS—Red winter wheat, 11s 9d@12s. Flour, 26@28s. Corn, 31s 9d.

PROVISIONS—Cheese, 67s. Cumberland middles, 38s. Short ribs, 41s.

LONDON, Oct. 23—5 p. m.—The rate of discount for three months' bills in open market is 6 7-16, or 5-16 below the bank rate. The bullion in the Bank of England has decreased $187,000. Consols for money, 92⅞@92⅞; on account, 92⅞. Bonds—5-20s of '65, 93⅞; do of '67, 93⅛; 10-40s, 91⅛; new 5s, 91⅛. Erie, 39⅛. Tallow, 41s 3d.

FRANKFORT, Oct. 23.—Five-twenties of '62, 95.

PARIS, Oct. 23.—Rentes, 57f 70c.

The Live-Stock Markets.

NEW YORK.

NEW YORK, Oct. 23.—BEEVES—To-day's receipts were 64 cars, or 1,060 head, making 91 cars, or 1,500 head, for the last three days. Good cattle are scarce, and the average quality no better than medium. The market was dull and weak at Monday's quotations, with slow sales and limited transactions at 9@12½c per lb for common to strictly prime native steers; 4½@8½c per lb, to dress 54 lbs and 56 lbs to a gross cwt, for poor to good Texas and Cherokee cattle. Sales include: 7 cars of Kentucky steers, av 7½ cwt, at 10½@11c per lb; 6 cars do, 7½ cwt, at 11@12½c; 8 cars do, 6½ cwt, at 9½@11c; 5 cars do, 7½ cwt, at 11½@12c, with few very coarse at 9c; 5 cars of Illinois steers, 7@7½ cwt, at 10½@12½c; 6 cars do, 7½ cwt, at 10½@11½c; 4 cars do, 6½ cwt, at 10@11½c; 4 cars do, 6½ cwt, at 9½@10½c; 3 cars do, 7 cwt, at 10½c; 4 cars do, 6½ cwt, at 9½@10c; 13 cars Texans, 5½ cwt, at 7½c; 2 cars do, 5 cwt, at 6c; 6 cars Cherokee cattle, 5½ cwt, at 8½@8½c; and 30 cars poor Texans, strong 4½ cwt, at $20 per head.

SHEEP AND LAMBS—Fresh receipts, 18 cars, or 3,370 head, making 40 cars, or 7,930 head, for the three days. The demand was fair to-day, at 5½@7½c per lb for lambs, and 4½@5½c for sheep. Sales include 2 cars Canada lambs, av 68 lbs, at 6½c per lb; 1 car do, av 70 lbs, at 7½c; 1 car Canada sheep, av 114 lbs, at 6½c; 1 car State lambs, av 56 lbs, at 6½c; 2 cars Ohio sheep, av 83 lbs, at 5½c; 1 car do, av 82 lbs, at 5½c; 1 car do, av 86 lbs, at 5½c; and 1 car poor State do, av 65 lbs, at 4½c.

SWINE—Receipts, 52 cars, or 6,140 hogs, making 19,100 for the three days. Live hogs dull at 4½@5c per lb, with 1 car of Ohio, 185 lbs average, sold at 4½c. Dressed hogs in demand and firmer, closing at 5½@6½c ℔ lb for heavy and light weights, and 7@7½c for pigs.

BUFFALO.

BUFFALO, Oct. 23.—CATTLE—Receipts to-day, including 24 cars reported to arrive, 1,003 head, making the total supply for the week thus far 6,760 head. The market was moderately active at yesterday's prices. The bulk of the stock in the yards will be shipped East in first hands. There was a slim attendance of buyers, but a better feeling prevailed. About 1,000 head were disposed of. Sales: 220 Illinois steers, averaging 1,300@1,450 lbs, at $5.37½@5.80; 120 Ohio steers, averaging 1,201@1,464 lbs, at $1.45@1.50; 201 head Indiana steers, 1,010@1,421 lbs, at $4.00@5.75; 50 head Cherokee steers, 1,034 lbs, at $4.05; 48 Missouri steers, 1,299 lbs, at $5.50.

SHEEP AND LAMBS—Receipts to-day, including reported arrivals, 3,000 head, making the total supply for the week thus far 12,100. The market is moderately active. Canada lambs, $5.50@6.00; Canada sheep, $5.25@5.50; Western sheep, $4.00@4.50.

HOGS—Receipts to-day, including reported arrivals, 2,600, making the total supply for the week thus far 19,300. The market is quiet and easier at 5@10c advance on yesterday's prices. Sales include 2,000 Indiana, Illinois, and Ohio hogs, av 190@238 lbs, at $4.45@4.50.

EAST LIBERTY.

EAST LIBERTY, Pa., Oct. 23.—CATTLE—Arrivals, including Wednesday, 141 cars. Best, 5½@5½c; medium, 4½@5c; common, 3½@4½c; stockers, 3½@4½c; bulls, 2@3½c.

HOGS—Arrivals, including Wednesday, 61 cars. Best Philadelphia, $4.65; good Philadelphia, $4.40@4.50; good Yorkers, $4.25@4.50; common, $3.50@3.50.

SHEEP—Arrivals, including Wednesday, 29 cars. Best fine wool, $4.75@5.00; good, $4.25@4.50; common, $3.50@4.00.

ALBANY.

ALBANY, Oct. 23.—CATTLE—Receipts, 211 cars, sufficient to meet the demand. Some few sales made at about the closing prices of last week. Only 20 milch cows received; all sold at $40.00@65.00.

SHEEP AND LAMBS—Receipts 27 car loads short of those of last week; a decline of ¼@⅛c per pound; common to fair sheep at 3½@4½c; fair to good, 5@5½c; common to fair lambs, 5½@6c; fair to good, 6@6½c.

HORSES—Market flat.

HOGS—Receipts show a decline of 5,700 head. No sales, but market rules steady.

New York Dry Goods Market.

NEW YORK, Oct. 23.—Business remains very quiet with commission houses, and there is but little improvement in jobbing branches. The market for cotton goods is dull, but prices are nominally steady in first hands. Fine brown cottons, cotton flannels and grain bags are in fair request. Prints in moderate jobbing request. Colored and skirting flannels in fair demand, and firm. Dress goods fairly active, with 9, 12, and 16 black ribbons selling freely.

Pittsburgh Oil Market.

PITTSBURGH, Pa., Oct. 23.—Crude quiet; $1.00@1.05. Refined, market quiet at 16½c; November, 15c; December, 15½c. Sales, November, ...

The Produce Markets.

NEW YORK.

NEW YORK, Oct. 23.—COTTON—Lower; middling upland, 16½c.

BREADSTUFFS—Flour heavy; receipts, 13,000 brls; superfine Western and State, $5.25@5.75; common to good extra, $6.00@6.40; good to choice, $6.45@7.00; white wheat extra, $7.00@7.65; extra Ohio, $6.40@10.75; St. Louis, $6.35@10.75. Rye flour and corn meal unchanged. Wheat heavy and lower; receipts, 126,000 bu; No. 3 spring, $1.28@1.30; No. 2 Chicago, $1.33@1.34; Iowa spring, $1.30@1.35; No. 2 Milwaukee, $1.36@1.39; No. 1 do, $1.40; amber Michigan, $1.50; nominal at 85@88c. Barley firmer and more active; Canada West, $1.67. Malt quiet and unchanged. Corn is in fair demand; receipts, 177,000 bu; steamer Western, mixed, 58@58½c; sail do, 59@59½c; high mixed and yellow, 59½@60c; white, 70c. Oats quiet; receipts, 43,000 bu; new mixed Western, 46@48½c; white, 48@51c.

EGGS—Dull and heavy; Western, 25½@26c.

HAY AND HOPS—Unchanged.

GROCERIES—Coffee quiet; held firmly; Rio, 22½c. Stock of coffee, 65,000 bags. Sugar dull. Molasses dull and unsettled. Rice quiet.

PETROLEUM—Dull and easier; crude, 8½c; refined, 16c.

TURPENTINE—Steady at 41c.

PROVISIONS—Pork lower; new mess, $14.75. Beef and cut meats unchanged. Middles more active, but unchanged. Lard lower, but with fair demand; old steam, 8c; new, 7⅞@8c.

BUTTER—In moderate request; Western, 20@25c.

CHEESE—Quiet and unchanged.

WHISKY—Quiet at 94c.

CLEVELAND.

CLEVELAND, Oct. 23.—BREADSTUFFS—Grain dull and unchanged.

PETROLEUM—Firm and unchanged.

CINCINNATI.

CINCINNATI, Oct. 23.—BREADSTUFFS—Flour dull; $6.85@7.10. Wheat dull at $1.35@1.37. Corn shelled, 42@44c; ear, 45@47c. Rye dull at 75c. Oats dull at 35@42c. Barley unchanged.

PROVISIONS—Pork, $13.00@13.50. Lard quiet; steam, 7½@7½c; stock light; generally held at 8c. Bulk meats irregular, but more active; shoulders nominal at 6½c; clear rib, 6c loose; 6½c packed; clear, 6½c; loose, 6½c, packed. Bacon quiet; shoulders, 6½@6½c; clear rib, 7c; sales at 7½c, 60 days' time; clear, 7½c.

WHISKY—Steady at 86c.

MILWAUKEE.

MILWAUKEE, Oct. 23.—BREADSTUFFS—Flour steady and unchanged. Wheat firm; No. 1, $1.10½; No. 2, $1.06½ cash, $1.06½ seller November. Oats quiet; No. 1, 34c; No. 2, 31½c. Corn steady; No. 2, ... Rye dull and a shade lower; No. 1, 61c. Barley steady; No 2, $1.33.

FREIGHTS—To Buffalo, 6c; to Oswego, 11½c.

RECEIPTS—Flour, 5,000 brls; wheat, 136,000 bu.

SHIPMENTS—Flour, 3,000 brls; wheat, 156,000 bu.

DETROIT.

DETROIT, Oct. 23.—BREADSTUFFS—Flour dull and unchanged. Wheat dull and a shade lower at $1.46; amber, $1.36. Corn steady; yellow, ... in good demand at 35½c.

NEW ORLEANS.

NEW ORLEANS, Oct. 23.—BREADSTUFFS—Flour, treble, $7.25@8.50; family, $9.00@9.50. Corn dull and lower; white and yellow, 78c. Oats dull at 50c.

BRAN—Dull and lower at $1.05@1.08.

HAY—Dull and drooping at $29.00.

PROVISIONS—Pork dull and nominal at $14.50. Dry salt meat dull; shoulders, 8½c.

GROCERIES—Sugar quiet; seconds, 8½c; common, 10c; white clarified, 10½c. Molasses—Refined, light and demand good; centrifugal, ... 85c. Coffee advanced; fair to prime, ... Others unchanged.

COTTON—Active and easier. Good to strict ordinary, 15@15½c; low middling to strict low middling, 16@16½c; middling to good middling, 16½c. Sales, 4,682 bales; no exports; stock, 502,300. Factors agitating the question of trading for currency exclusively.

MONETARY—Gold, 109½@110; currency, ... 7. Sterling, 19½.

BALTIMORE.

BALTIMORE, Oct. 23.—BREADSTUFFS—Flour active but unchanged. Wheat steady at $1.50 ... Corn firmer; mixed Western, 62@64c. Oats mixed Western, 48c; white, 49@50c. Rye ... 80c.

PROVISIONS—Unsettled and irregular. Pork, ... changed. Bulk shoulders, 7½c asked, 7½c bid; clear rib, 7½c. Bacon dull and heavy; shoulders, ... clear rib, 9½@9½c. Lard unchanged.

BUTTER—Quiet and unchanged.

GROCERIES—Coffee strong but quiet; fair to prime Rio, 20½@22½c, gold.

WHISKY—Firm at 95½@96c.

OSWEGO.

OSWEGO, Oct. 23.—BREADSTUFFS—Wheat dull; No. 1 red Western, $1.60; amber Michigan, $1.5... Corn quiet at 59c. Barley unchanged.

ST. LOUIS.

ST. LOUIS, Oct. 23.—BREADSTUFFS—Flour dull and unchanged. Wheat—Spring lower; No. 1, ... winter dull; sample lots No. 2 red winter, $1.... spected No. 3 offered at $1.33½, with 1c less bid. Corn quiet; No. 2, 43c, on east track; round lots asked, 42c bid. Oats dull and drooping; No. 1, 32½c in elevator. Barley dull and lower to ... 2, $1.30. Rye dull and lower; No. 2, 68c.

WHISKY—Nominal.

PROVISIONS—Pork quiet at $14.00. Bacon dull and lower; case lots sold as follows: ... 7c; clear, 7½c, closed firm and higher ... with some sales new made at 7½c. Lard ...

HOGS—Firmer, at $3.70@4.10.

CATTLE—Quiet; best Texans, $3.25@3.65; ... $4.85@5.25.

LOUISVILLE.

LOUISVILLE, Oct. 23.—BAGGING—Quiet and unchanged.

BREADSTUFFS—Flour quiet and unchanged.

PROVISIONS—Quiet; mess pork, $15.00 ... shoulders, 8c; clear rib, 7½@7½c; clear, ... packed. Bulk meats nominal. Lard nominal.

WHISKY—Firm at 86@87c.

PHILADELPHIA.

PHILADELPHIA, Oct. 23.—BREADSTUFFS—Flour quiet and steady; superfine, $4.24@5.25; ... and Indiana, extra family, $7.50@8.00. Wheat—... red, $1.48@1.50. Rye, 85@90c. Corn firm; yellow, ... mixed Western, 60@62c. Oats quiet and ... white, 46c@51c; mixed, 45c.

PETROLEUM—Nominal; crude, 10½c; refined, ...

WHISKY—96c.

TOLEDO.

TOLEDO, Oct. 23.—BREADSTUFFS—Flour dull and unchanged. Wheat dull and a shade lower; ... Michigan, $1.36½, cash; $1.37½, November; ... December; No. 1 red $1.39 cash; No. 2 do, $1.35... $1.35½, November; $1.41, December. Corn dull and unchanged. Oats dull; No. 1, 38c; No. 2, 36c.

FREIGHTS—Dull; no charters.

RECEIPTS—Flour, none; wheat, 9,000 bu; corn, 28,000 bu; oats, 8,000 bu.

SHIPMENTS—Flour, 800 brls; wheat, 1,000 bu; corn, 23,000 bu; oats, none.

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PUFFENBERGER.

His Trial on the Charge of Manslaughter.

Circumstances of the Loss of Life and Killing of Roger J. Brass.

All the Testimony In—The Verdict To-Day—The Stopping Question Revived.

The trial of Joshua Puffenberger, engineer, who, together with Bean, was indicted for manslaughter, for the killing of Roger J. Brass, at the Sag bridge, was continued in the Criminal Court, before ... yesterday morning. The court-room was filled with spectators, and Puffenberger, with his young and devoted wife, sat ... his counsel, Messrs. Firman, ... Constantine, State's Attorney Reed ... for the fray.

THE JURY.

It took from 9 o'clock until half-past ... the jury. The following are ... successful jurymen: Henry ... copyist, Recorder's office; ... clerk; Thomas F. Indewell ... Crandall, clerk; Anderson M. ... Waddell, carpenter; John H. Wheeler ... Clark, merchant; George F. ... Wright, caterer; Charles A. Holton ... Forsyth, salesman.

After the impaneling of the jury ... Reed made a brief statement to the jury ... case was one of great importance ... necessary to prove that Puffenberger ... Roger J. Brass, nor that he did ... the passenger train. It was a case ... which crime consists of criminal ... performance of one's duty,—the ... human being without due caution ... would prove beyond ... defendant ran his train ... tion or circumspection. ... that the defendant had ... on the Chicago & Alton Road, ... knowing train No. 4 was due at ... prove that he was off time and ... of the rules of the Company, it ... out of the way of all passenger trains ... man's carelessness, Roger J. Brass ... men must be taught that they can ... through human beings who intrude ... care.

TESTIMONY FOR PROSECUTION.

The counsel for the prosecution ... opening address, and the prosecution ... witness, Mrs. Catharine Brass, who ... as follows: Roger J. Brass was ... now dead. He died the 16th of ... at half-past 8 o'clock on the ... left home to go to Dwight, Ill.; ... the next day, dead.

John Stevens testified that he was ... County at the time of the accident ... an inquest on the body of R. J. Brass ... of August, at No. 185 Huron street.

Dr. William D. Pierce, sworn ... a physician and surgeon; went to ... dent on the night of the disaster ... Brass; did not know him; he was ... was alive at that time; died about ... morning. His death was undoubtedly ... scalding.

Norman S. Barnes, sworn: Reside ... Madison street. Am a physician ... to the scene of the accident on the ... saw R. J. Brass about half-past 2 ... he died. His death was caused by ...

Cross-examined: I am positive ... wounds received by the accident ...

The Rev. Father James Conway ... St. Louis; lived at Chicago on ... a Catholic priest; was on the ... Louis; saw Brass previous to the ... opposite to me; after the accident ... him; recognized him by some mark ...

John A. Jackman, sworn: Am ... the Chicago & Alton Railroad; ... he has been an engineer on our road ... 22 on the 16th.

Henry Russell, conductor of passenger ... and Thomas J. Hinston, Local ... testified to substantially the ... before the Coroner's jury, which ... at the time of holding the inquest.

George Hammond, sworn: W... Puffenberger about the 1st of August ...

Question—Did you see Puffenberger's time-table or rules at that time?

Objected to by counsel for defense; sustained.

J. C. McMullen, Superintendent of the Alton Railroad, being sworn, testified to the same as he did before the Coroner's ... State's-Attorney Reed then read ... tions in regard to the responsibility ... here the prosecution rested their case.

THE DEFENSE.

Mr. Constantine, of counsel for ... jury that their case was a very simple ... was the duty of the engineer to ... given by the conductor, the engineer ... looked at his watch when signaled ... showed 9 o'clock, and thus he ... had plenty of time to reach the ... would prove that he intended to ... wait water and await orders. W... turned the defendant jumped off ... and found that it was behind time ... acquit the prisoner, because he ... watch, and had done no intentional ...

The first witness called by the ... Blakely, who, being sworn, testified ... railroad conductor on the Pittsburgh ... Road for the last seven years. ... his experience about the stopping ... when the State's Attorney objected ... irrelevant.

The Court sustained the objection ... would gladly allow any testimony ... towards showing that Puffenberger ... but that another man's watch ... different occasion, was irrelevant.

Mr. Considine wished to say ... wanted to prove by this, as well ... that their time-pieces had stopped ... tions, and that these watches were ... all modern improvements, ... show that these watches commenced ... receiving a shock.

Collin Spear, sworn: Am conductor ... & Alton Railroad. Have been ... years. Was at Lemont on the ... Met No. 23 at Lemont. Went to ... night, and saw Puffenberger, ... had just got up from a smart nap ...

Question—What did he say to you ... say to him?

Objected to, and objection sustained.

Question—What did he have in ...

Answer—He had a watch in ... it indicated 45 minutes after 9 ... 35 minutes after 10.

Mr. Considine appealed to the ... terms to allow the witness to state ... said when he met him. The ... fendant that could properly ... man—was dead, and the lips of ... closed by law. Could it be possible ... exclude such evidence? It would ... upon them if this testimony was ... client might go to State's Prison ...

The Court said he had to try the ... nary rules of evidence. It might ... defendant, but it was no harder ... other criminals.

Mr. Constantine asked the witness ... defendant any question at the time.

Witness—Yes.

Mr. Constantine—What was it?

Witness—I asked him how did ...

Mr. Constantine—What did Puffenberger ... State's Attorney Reed—I object.

... give a conversation that occurred ...

Mr. Reed then read a number of ... tions showing that such testimony ...

Judge Williams said he agreed ... the point now is whether this man ... he did not think the rule extended ... long out whether this man's watch ...

Mr. Constantine to Witness—... him when you met him?

Witness—I asked him how did ...

Mr. Constantine—What did he ...

Witness—He pulled out his watch ...

Mr. Constantine—What did he ...

Mr. Reed again objected.

Mr. Constantine said they wanted ... defendant jumped down ... immediately thereafter ... he pulled out his watch and asked ...

The Court thought he had allowed ... as possible, and they had all the ... entitled to.

On cross-examination witness ... meet that night. Didn't ... his train. When ... showed 9:45 ... towards the ... know what? When you met Puffenberger ... watch in his hand?

Witness—His watch.

Mr. Constantine—What did he ... at him?

Objected to, and argued for an hour ... The Court thought the question ... lowed.

Witness—I don't recollect ... slaughter, in which the Court heard ...

James O'Neil sworn: Am a ... Was the engineer of the passenger ... Remember nothing about the ... that occurred at that time is ... mind. I was told of the accident ... house the next day.

James Devanny sworn: Am on ... road. Was at Lemont at the time ... the scene of collision. Saw Puff...

Edward Russell sworn: ... about ... some time after the ... with him.

Edward Beans, the ...

PUFFENBERGER.

His Trial on the Charge of Manslaughter.

Circumstances of the Lemont Disaster and Killing of Roger J. Brass.

All the Testimony In--Arguments and Verdict To-Day--The Watch-Stopping Question Again Revived.

The trial of Joshua Puffenberger, the coal-train engineer, who, together with Beane, the conductor, was indicted for manslaughter, for causing the death of Roger J. Brass, at the Sag bridge disaster, was continued in the Criminal Court, before Judge Williams, yesterday morning. The court-room was crowded with spectators, and Puffenberger, accompanied by his young and devoted wife, sat composedly alongside his counsel, Messrs. Firman, Curch, and Charles W. Constantine. State's Attorney Reed sat opposite, ready for the fray.

THE JURY.

It took from 9 o'clock until half-past 12 to impanel the jury. The following are the names of the successful jurymen: Henry M. Grosbeck, copyist, Recorder's office; Charles L. Walters, clerk; Thomas F. Indewelle, clerk; John B. Crandall, clerk; Anderson Miner, mason; Robert Waddell, carpenter; John H. Wheat, salesman; George F. Clark, merchant; George F. Ridley, painter; John Wright, caterer; Charles A. Holbert, salesman; Henry A. Forsyth, salesman.

After the impaneling of the jury, State's Attorney Reed made a brief statement to them, saying that this case was one of great importance. It would not be necessary to prove that Puffenberger virtually killed Roger J. Brass, nor that he did intentionally run into the passenger train. It was a case of manslaughter, which crime consists of criminal negligence in the performance of one's duty,—the unlawful killing of a human being without due caution or circumspection. He would prove beyond a doubt that the defendant ran his train without due caution or circumspection. He would prove that the defendant had been an engineer on the Chicago & Alton Road, and that he left Lemont knowing train No. 4 was due at the time. He would prove that he was off time and behind time, and, under the rules of the Company, it was his duty to keep out of the way of all passenger trains. Through this man's carelessness, Roger J. Brass lost his life. These men must be taught that they cannot recklessly plough through human beings who intrust themselves to their care.

TESTIMONY FOR PROSECUTION.

The counsel for the prosecution waived their opening address, and the prosecution called the first witness, Mrs. Catharine Brass, who, being sworn, testified as follows: Roger J. Brass was my husband. He is now dead. He died the 16th of last August. Saw him last at half-past 8 o'clock on the evening of the 18th. Left home to go to Dwight, Ill.; was brought home the next day, dead.

John Stevens testified that he was Coroner of Cook County at the time of the accident, and that he held an inquest on the body of R. J. Brass, on the 18th day of August, at No. 185 Huron street.

Dr. William D. Pierce, sworn: Lives at Lemont; is a physician and surgeon; went to the place of the accident on the night of the disaster. Saw there R. J. Brass; did not know him; he was pointed out to me; was alive at that time; died about 4 o'clock in the morning. His death was undoubtedly caused by scalding.

Norman S. Barnes, sworn: Reside at No. 328 West Madison street. Am a physician and surgeon. Went to the scene of the accident on the night of the 16th. Saw R. J. Brass about half-past 2. Was present when he died. His death was caused by scalding.

Cross-examined: I am positive he died from scald-wounds received by the accident.

The Rev. Father James Converse, sworn: Reside at St. Louis; lived at Chicago on the 15th of August; am a Catholic priest; was on the train going to St. Louis; saw Brass previous to the accident; he sat opposite to me; after the accident was called to see him; recognized him by some marks in his features.

John A. Jackman, sworn: Am Master Mechanic on the Chicago & Alton Railroad; know Puffenberger; he has been an engineer on our road; ran engine No. 122 on the 16th.

Henry Russell, conductor of passenger train No. 4, and Thomas J. Huston, Local Station Agent at Lemont, testified to substantially the same as they did before the Coroner's jury, which was published in full at the time of holding the inquest.

George Hammond, sworn: Was a fireman under Puffenberger about the 1st of August.

Question—Did you see Puffenberger examine the time-table or rules at that time?

Objected to by counsel for defense, and objection sustained.

J. C. McMullen, Superintendent of the Chicago & Alton Railroad, being sworn, testified to substantially the same as he did before the Coroner's jury.

State's-Attorney Reed then read the rules and regulations in regard to the responsibility of running trains. Here the prosecution rested their case.

THE DEFENSE.

Mr. Constantine, of counsel for defense, stated to the jury that their case was a very simple one. That while it was the duty of the engineer to look over the orders given by the conductor, the engineer in this case had looked at his watch when signaled to go on, and found it showed 9 o'clock, and thus deceived, he thought he had plenty of time to reach the next station. They would prove that he intended to stop at Sag Bridge to get water and await orders. When the accident occurred the defendant jumped off, compared his watch, and found that it was behind time. They would have to acquit the prisoner, because he was deceived by his watch, and had done no intentional wrong whatever.

The first witness called by the defense was Lyman Blakely, who, being sworn, testified: Have been a railroad conductor on the Pittsburgh & Ft. Wayne Road for the last seven years. He was about to relate his experience about the stopping of watches on trains, when the State's Attorney objected to the testimony as irrelevant.

The Court sustained the objection, saying that he would gladly allow any testimony to go in that tended towards showing that Puffenberger's watch stopped, but that another man's watch stopped on an entirely different occasion, was irrelevant.

Mr. Considine wished to save the point. He wanted to prove by this, as well as other witnesses, that their time-pieces had stopped on several occasions, and that these watches were of the latest make, with all modern improvements. He wanted also to show that these watches commenced to run again on receiving a shock.

Collin Spear, sworn: Am conductor on the Chicago & Alton Railroad. Have been such for about twelve years. Was at Lemont on the night of the disaster. Met No. 23 at Lemont. Went to place of accident that night, and saw Puffenberger, who looked as if he had just got up from a smart nap.

Question—What did he say to you, and what did you say to him?

Objected to, and objection sustained.

Question—What did he have in his hand?

Answer—He had a watch in his hand. I looked at it; it indicated 45 minutes after 9; by my watch it was 25 minutes after 10.

Mr. Considine appealed to the Court in eloquent terms to allow the witness to state what Puffenberger said when he met him. The only man with the defendant that could properly testify to this—the fireman—was dead, and the lips of the defendant were closed by law. Could it be possible for the Court to exclude such evidence? It would work great injustice upon them if this testimony was excluded, and his client might go to State's Prison at once.

The Court said he had to try the case by the ordinary rules of evidence. It might be hard for the defendant, but it was no harder than in the case of other criminals.

Mr. Constantine asked the witness if he asked the defendant any question at the time.

Witness—Yes.

Mr. Constantine—What was it?

Witness—I asked him how did it occur.

Mr. Constantine—What did Puffenburger say then?

State's Attorney Reed—I object. The witness cannot give a conversation that occurred after the disaster. Mr. Reed then read a number of opinions and decisions showing that such testimony was irrelevant.

Judge Williams said he agreed with Mr. Reed, but the point now is whether this man's watch stopped, and he did not think the rule extended to a case like this. He would admit the testimony for the purpose of finding out whether this man's watch stopped.

Mr. Constantine to Witness—What did you say to him when you met him?

Witness—I asked him how did that occur

Mr. Constantine—What did he do then?

Witness—He pulled out his watch.

Mr. Constantine—What did he say then?

Mr. Reed again objected.

Mr. Constantine said they wanted [illegible] that the defendant jumped a distance of ten feet, and when asked immediately thereafter, "How did that occur?" he pulled out his watch and asked what time it was.

The Court thought he had allowed them to go as far as possible, and they had all the proof they [illegible] to.

On cross-examination witness [illegible] defendant, but saw [illegible] Was at Lemont that night. Didn't [illegible] defendant's watch it [illegible] but time was 10:35. Do not [illegible] his train. When [illegible] running or not. Sam Puffenberger showed 9:45, [illegible] towards the rear end of the car.

[illegible]: When you met Puffenberger what did [illegible] have in his hand?

Witness—His watch.

Mr. Constantine—What did he say to you when you met him?

Objected to, and argued for an hour.

The Court thought the question might as well be allowed.

Witness—I don't recollect what he said. [Great laughter, in which the Court heartily joined.]

James O'Neil sworn: Am a locomotive engineer. Was the engineer of the passenger-train which collided. Remember nothing about the accident. Everything that occurred at that time is an entire blank to my mind. I was told of the accident when I came to my senses the next day.

James Devanny sworn: Am conductor on the Alton Road. Was at Lemont at the time of disaster. Went to the scene of collision. Saw Puffenberger at the wreck.

Edward Russell sworn: Did not see the defendant until some time after the accident. Did not compare [illegible] with him.

Edward Beane, the conductor of the freight train, who is indicted for the same offense, was called and sworn. Mr. Van Buren, the counsel for Beane, requested the Court to instruct witness that he need not answer any question if he thought such answer might criminate himself. The witness was so instructed, and consequently nothing of importance could be elicited from him.

B. H. Spear testified to some unimportant matters.

Edwin R. Shirley, sworn—Am a watch-maker. My place of business is at No. 155 South Clark street. Have been in the business thirty years. It is not uncommon for a watch of the best make to stop. A watch might stop from a thousand different causes,—from a jar, from the oil getting dry, from being full of dust, or anything else. The jar a watch received by a man jumping five or ten feet would be likely to stop it or set it going. Any watch might stop without any apparent cause.

R. J. Morse, J. S. Hamilton, and E. H. Goodrich, prominent jewelers and watchmakers of this city, testified to substantially the same as the above witness.

J. H. Gray, Mrs. Lucy M. Gray, Miss Gray, and Miss Wilson were called to testify that Puffenberger, who boarded at the same place they did, was out all night before the accident, and that he had only three hours' sleep. The State's-Attorney objected to their testimony as irrelevant. Mr. Constantine said he wanted to show by these witnesses that the defendant, on the night of the disaster, was sleepy and tired. The Master Mechanic knew he was out all night before, and still he was compelled to go out again. The defense was a good one. The defendant was overworked, and not in a condition to carefully grasp everything going on that night.

The Court said it was the first time he had heard such a defense,—that a man was too tired to perform his duty properly. If he came home at 5 that morning he might have slept all day. He would do great injustice to admit such testimony.

Israel Connode and J. C. Mullen testified to a few unimportant matters.

ADJOURNMENT.

The prosecution and defense stated that they had no more witnesses to offer, but would ask to be allowed to introduce further evidence this morning, if they saw proper. The Judge, after cautioning the jury against speaking about the case, or reading the papers, adjourned the case until 9 o'clock this morning.

WOMAN-SUFFRAGE ASSOCIATION.

A Summary of Its Proceedings.

From the Woman's Journal, Oct. 18.

The American Woman-Suffrage Association held a very successful anniversary and annual meeting in New York and Brooklyn, Oct. 13 and 14. The Convention was large. The proceedings were spirited and harmonious. Great enthusiasm prevailed. Col. T. Wentworth Higginson presided, and made the opening address. Letters indorsing the movement were read from the Hon. George William Curtis, William Lloyd Garrison, Lydia Maria Child, Elizabeth Stuart Phelps, Louisa M. Alcott, and others. Eighty-six delegates, representing organized societies in fourteen States and Territories. The annual report shows that woman-suffrage is established, and works well in Wyoming and Utah; that it was under discussion last winter in twenty-one State Legislatures, and received a majority vote in those of Maine, Iowa, and Michigan. Written reports were read from seventeen States. Julia Ward Howe was elected President for the ensuing year; Lucy Stone, Chairman of the Executive Committee. Among the Vice-Presidents-at-Large are Vice-President Henry Wilson, the Hon. George William Curtis, Senator Sargeant, William Lloyd Garrison, and Col. Higginson. The resolutions adopted are as follows:

Resolved, That the primary aim of the American Woman-Suffrage Association is to secure the ballot for woman; while it includes in its general aim the establishment of her equality of rights in all directions.

Resolved, That one-half of the adult population of the United States, who are legally entitled to hold property, who are assessed for taxes and punishable for crime, and whose interest in the Commonwealth is in no respect less than that of the other half, should not be deprived of an equal voice in the Government.

Resolved, That a government of the people must be a government composed equally of men and women, inasmuch as the equal co-operation of the sexes is essential alike to a happy home, a refined society, a Christian Church, and a Republican State.

Resolved, That our present political system is not fairly representative, even of men, being largely controlled in the primary meetings by rings of trading politicians intent on private gain; that political reform must enlist a more general interest on the part of the people in the management of public business; and that this would be greatly promoted by combining the social sympathy and co-operation of women in the primary meetings, at the polls, and in the halls of legislation.

Resolved, That we advise the friends of woman-suffrage in every locality to promote the movement morally and politically, by organizing local societies for circulating tracts and newspapers, for holding public meetings, and especially for helping to elect the friends of suffrage and to defeat its enemies.

Resolved, That the woman-suffrage movement, like every other reform of the age, laments the loss and honors the memory of its most powerful advocate, John Stuart Mill.

THE IOWA ELECTION.

LANSING, Iowa, Oct. 21, 1873.

To the Editor of The Chicago Tribune:

SIR: Just two months ago I wrote you, predicting a political revolution in this State, and, although I don't claim to be either a prophet or the son of a prophet, I do claim that my predictions have been verified in this case. Although a smaller vote has been polled this fall than last, the Republican party in this State can hardly claim to have held their own when their majority has been reduced from 70,000 to 15,000,—a loss of 55,000 in one year. Again; I then claimed that nearly all the "never-say-die" Democrats of this State were comprised in the Democratic County Ring in Dubuque County; and one of the most gratifying results of the revolution this fall has been the breaking up of that Ring,—thus showing that the people of this State are heartily tired of both the old parties, and are determined to think and vote as they please in the future.

In your table of election-returns from Iowa in Monday's TRIBUNE, you give Vale's majority in Allamakee County at 125, whereas the official returns give the Anti-Monopoly State ticket 487 majority. Your special dispatches also state that Dayton, Republican, is probably returned to the Legislature. Mr. Dayton was the Anti-Monopoly candidate, and is elected by over 600 majority over A. R. Prescott, the regular Republican nominee. Mr. Dayton was a Democratic member of the last Legislature, and probably never voted a Republican ticket. This county (Allamakee) gave about 50 majority for Grant last fall, and the Republican loss is, therefore, over 500.

The fact of the business is, the Republican party don't like to give up the ghost in Iowa, their great stronghold, and are continually sending out false returns. You needn't be surprised if Carpenter's official majority falls below 10,000, or if the Anti-Monopolists have a majority in the Lower House of the State Legislature of this heretofore "banner" Republican State.

ALLAMAKEE.

THE L. S. & M. S. RAILWAY.

To the Editor of The Chicago Tribune:

SIR: In a telegram from Cleveland, dated the 20th, regarding the reduction of wages on the Lake Shore & Michigan Southern Railway, Mr. Amasa Stone is represented as making the statement that "The great falling off of business, which he ascribes to the effect of the financial flurry, is the cause of a reduction of 15 per cent from the pay of employes." Either Mr. S. is misinformed as to the business of the road, or knowingly states what is not correct. The fact is, there has been no falling off of business.

The road, for the last six months, has done more business than for the corresponding six months last year. An examination of the books will prove that, from Oct. 1 to Oct. 20, 1873, the business of the road is, at the least calculation, 15 per cent in excess of the first twenty days of October, 1872. The entire rolling-stock of the Company is in use to its utmost capacity. If Mr. Vanderbilt would tell the truth, he would probably say: "We have lost so much by our stock-jobbing and watering operations that we must find means for reimbursement. What better can we do than take 15 per cent from the wages of our [poorly-paid] employes, and give as a reason for so doing the great falling-off in business which *I* ascribe to the financial flurry!"

It remains to be seen whether the employes of the Lake Shore & Michigan Southern Railway will strike, or tamely submit and pay 15 per cent of their hard-earned wages into the pockets of Messrs. Vanderbilt, Stone & Co.

EMPLOYE L. S. & M. S. R'Y.

CHICAGO, Oct. 21, 1873.

An Enchanted Isle.

In Lake Maggiore lie the islands belonging to the Borromean family, among which is "Isola Bella," an enchanted ground well named. Two hundred years ago the freak of a barren rock; to-day, thanks [illegible] "a joy forever." [illegible] spendthrift nobleman [illegible] massive stone piers, rise Ten terraces, [illegible] earth of sufficient depth to out of the [illegible] grow the largest trees was brought there, and [illegible] many years it has [illegible] a little forest of [illegible] from every clime. There luxurious vegetation [illegible] camphor and the india rubber flourish the bread fruit and the banana, the black bamboo and the American aloe, the cedar of Lebanon, the magnolia, the date palm laden with fruit, and camellias fifteen feet high. Every step brings one into contact with new beauties, while statues and wondrous works in stone mingle everywhere with the living green, ivies, honeysuckles, trumpet creepers, and a wealth of ferns and creeping plants.

AGENTS WANTED.

AGENTS WANTED—$5 TO $10 A DAY ON $5 TO $10 capital easily made by men and women in the city and elsewhere. $17.50 clear profit on $5 in two days. 50c sample sent for 25c, or five articles, worth $1.70, sent for 50c. MERRILL & CO., 164 East Randolph-st., Chicago.

AGENTS WANTED—FOR THE BEST SELLING article offered. Apply at 153 South Clark-st. Room 14.

AGENTS WANTED—TO SELL OUR WEATHER-Strip. Also a trame-maker. Chicago Picture Frame Manufacturing Co., 70 East Madison-st.

AGENTS WANTED—TO SELL CRAM'S NEW REversible map of the United States and World; double map of the "Great Northwest," new and ornamental State maps; religious and political charts; lithograph pictures, photographs, frames, &c. Send for circular, and see inducements to agents. GEORGE F. CRAM, 66 Lake-st., Chicago, Ill.

PERSONAL.

NOTICE—IF THIS SHOULD MEET THE EYE OF Samuel Coles, his wife is in Philadelphia.

CITY REAL ESTATE.

FOR SALE—GOOD LOTS ON THE FOLLOWING streets: State, Burnside, Butterfield, Arnold, Garibaldi, Hanover, Butler, Wallace, Summer, Winter, Murray, and Halsted; also, on Wentworth, Shurtleff, Portland, and Stewart-avs.; also, on Alexander, Twenty-fourth, Twenty-sixth, Twenty-seventh, Twenty-eighth, Narcissus, Twenty-ninth, Earl, Thirtieth, Haven, Thirty-first, Thirty-second, Thirty-third, Thirty-fifth, Thirty-sixth, Thirty-seventh, Fontaine, and Thirty-eighth-sts. Title perfect. Warranty deeds. A very small payment down, 5 years' time, 6 per cent interest. No agency business. Apply to owner. ALBERT CRANE, 118 Monroe-st.

FOR SALE—ONE-AND-A-HALF-STORY FRAME cottage and lot on Thirty-second-st., near Wallace, on long time; monthly payments; near cars, and water on premises. Title perfect. Apply to FRED P. FISHER, 148 LaSalle-st., basement.

FOR SALE—LOTS IN WISNER'S MILWAUKEE-av. Addition, corner Diversey-st.; near depot, artesian well, public school, park, and boulevard, and omnibus line; title perfect; prices low; long time; ground high; streets made and ornamented with trees; improving rapidly. Call at our office and take a free ride to see these lots. WISNER BROS., Room 16, 145 South Clark-st.

FOR SALE—$2,100—$300 CASH WILL BUY A NEW cottage, 6 room and back-kitchen, on Evans-av. near Forty-fifth-st. Lot 25x178 to 20-foot alley. J. S. GOULD & CO., 119 Dearborn-st.

FOR SALE—THE BEST BUSINESS PROPERTY IN Chicago; 80 feet south front on Madison, east of Franklin, by 183 feet deep. JAS. W. SCOVILLE, 110 West Washington-st.

FOR SALE—COTTAGES—CONTAINING 7 ROOMS each, water, etc., on Stanton-av., just south of Thirty-seventh-st. Lots 24 9-12x125 feet each to a 16-foot alley. Can be bought cheap on liberal terms. W. D. KERFOOT & CO., 83 East Washington-st.

FOR SALE—AT $50 PER FOOT, CASH, IF TAKEN immediately, Lots 11, 12, 45, and 46, in Block 1, Derby's Subdivision, on Michigan and Indiana-avs., near Forty-ninth-st. E. H. CUMMINGS, No. 102 East Randolph-st.

FOR SALE—$2,500—$300 CASH WILL BUY A NEW 6-room cottage, unfinished basement, on Langley-av. near Forty-fifth-st. Lot 25x180 to 20-foot alley. J. S. GOULD & CO., 119 Dearborn-st.

FOR SALE—ON MONTHLY PAYMENTS—5 NEW cottages, 6 rooms, double parlors; 3 sleeping-rooms, kitchen, pantry, and closet. J. S. GOULD & CO. 119 Dearborn-st.

FOR SALE—AT A GREAT BARGAIN ON MONTHLY payments, a new house. Inquire on premises of GEORGE CADWELL, Western-av. and Lexington-st.

FOR SALE—COTTAGE AND LOT ON TWENTY-eighth-st., near Portland-av., worth $2,600; will take $1,000 cash, and $800 in about three years, if sold before Friday noon. GEO. H. SELLERS, 71 Dearborn-st.

FOR SALE—$400; ON EASY TERMS. WE HAVE 20 lots that must be sold in the next 30 days, inside the old city limits, near street-cars and omnibus line, on high ground; title perfect; an abstract furnished each purchaser. Young men, save but $3 each week and you will soon have a home of your own. Call and let us take you to see them. A. G. STOREY & SON, 145 South Clark-st., Room 8.

FOR SALE—LOTS ON TWENTY-SEVENTH, Spring, Twenty-eighth, Thirty-second, Thirty-third, Wallace, Hubb, and Butler-sts., $725 to $1,200, ¼ down, balance 1, 2, 3 and 4 years. Abstract of title given with each lot. HENRY C. LORD, 151 LaSalle-st., basement.

FOR SALE OR EXCHANGE—A FIRST-CLASS business building, all rented; location the best in the city. Terms, $5,600 cash, $7,500 in five years, and balance in city real-estate or country farm lands. Address C 89, Tribune office.

FOR SALE—$6,500 WILL BUY THE ELEGANT brick house, No. 604 Tyler-st., near Ashland-av., being $2,000 less than cost to build. Inquire 212 Ashland-av.

FOR SALE—AT A BARGAIN—FINE BUSINESS property on North Side. R. M. OUTHET & CO., 151 East Madison-st., Room 7.

FOR SALE—ASHLEY-ST.—17 LOTS ON ASHLEY-st., between Robey and Hoyne-sts., at $800 each. SNYDER & LEE, 14 Nixon Building, northeast corner Monroe and LaSalle-sts.

FOR SALE—TWO-STORY HOUSE, 8 ROOMS, AND lot 25x125, on Tyler-st., near Hoyne; only $2,500. J. H. KEELER, 145 Clark-st., corner Madison.

FOR SALE—BARGAIN—3-STORY BUILDING, 2 stores, and 2 dwellings above, with lot, on Lake-st., near Halsted, $10,500; one-third cash, balance in 5 annual payments. See OWNER, 707 Wabash-av.

FOR SALE—OR EXCHANGE—FOR REAL ESTATE in Boston, improved real estate valued at $70,000, on West Side. CLAFLIN BROS. & CO., 131 LaSalle-st.

FOR SALE—ON WEST MADISON-ST., 96 FEET front near Western-av. CLAFLIN BROS. & CO., 131 LaSalle-st.

FOR SALE—HOUSE OF 12 ROOMS, NEARLY new, 798 Hubbard-st.; lot 24x150 ft to alley; price very low. G. B. MORSE, owner, 21 Metropolitan Block.

FOR SALE—IMPROVED AND VACANT BUSINESS and residence property in all parts of the city and suburbs. CANFIELD & MATTESON, 60 LaSalle-st.

FOR SALE—NORTH LASALLE-ST., EAST FRONT, a very choice corner lot. Must be sold. MERRILL & ENGLE, Room 6 Metropolitan Block.

FOR SALE—NEW HOUSE, NO. 25 UNION-AV., lot 25x200, 9 rooms, pantries, closets, gas, marble mantel, brick basement. Apply at building.

FOR SALE—A GREAT BARGAIN—TWO STONE-front houses on Wabash-av., corner of Twenty-fifth-st., east front. This property must be sold, and we will sell a bargain. Call and examine for yourselves; must sell. Apply to F. EVANS & CO., 160 LaSalle-st., basement, Bryan Block.

FOR SALE—MANUFACTURING LOT—TEN LOTS, each 25x125 feet, northwest corner Stewart-av. and Thirty-ninth-st. (Egan-av.); no cash payment required from parties who wish to build immediately. SNYDER & LEE, 14 Nixon Building, northeast corner Monroe and LaSalle-sts.

FOR SALE—WARREN-AV.—2-STORY AND BASEment brick house, 10 rooms, and lot 24x125, west of Western-av. SNYDER & LEE, 14 Nixon Building, northeast corner Monroe and LaSalle-sts.

FOR SALE—SANGAMON-ST.—2-STORY FRAME house, 19 North Sangamon-st., 10 rooms, and lot 40x125 feet. SNYDER & LEE, 14 Nixon Building, northeast corner Monroe and LaSalle-sts.

FOR SALE—TEN LOTS, EACH 25x188 FT, TO A 20 foot alley, corner Kinzie and Ogleby-sts.; suitable for malt-house or manufactury; no cash payment required from parties who wish to improve immediately. SNYDER & LEE, 14 Nixon Building, northeast corner Monroe and LaSalle-sts.

FOR SALE—DREXEL BOULEVARD—LOT FRONTing 183 feet on the boulevard, 185 feet on Union-av., and 160 feet on Cottage Grove-av.; suitable for a church or elegant residences. SNYDER & LEE, 14 Nixon Building, northeast corner Monroe and LaSalle-sts.

SUBURBAN REAL ESTATE.

FOR SALE—AT SOUTH EVANSTON—THE BEST and largest of Chicago's suburbs, several most excellent frame houses, with 8 to 10 rooms each, besides bathroom, closets, and good brick cellars, high ceilings, houses built in the best manner and after model plans, arranged for gas and water, connections made with sewers leading to the lake; the lots are large and the streets are wide, every house sets back 40 feet from the street line. Buy your home and save your rent, as you never will have a better opportunity to buy so good a home on such easy terms. We have also some elegant brick houses there, which we will sell on very easy terms. WARREN, KEENEY & CO., 186 Dearborn-st.

FOR SALE—RESIDENCE AT HYDE PARK AT A great sacrifice; must be sold; 71x150 foot, and first-class house in every respect, near depot, on Oak-st.; $4,000 cash, balance on time. ULRICH & BOND, 87 Dearborn-st.

FOR SALE—AT A BARGAIN AND ON EASY terms—Two first-class residences at Ridgeland; also a beautiful residence at Oak Park, with or without furniture. JAS. W. SCOVILLE, No. 110 West Washington-st.

FOR SALE—AT ENGLEWOOD, ONE BLOCK FROM depot, and five blocks west of Grand Boulevard Park, eight 2-story houses and two cottages; ordinary rent payments will buy them; seven two story houses and nine cottages sold and occupied within the last thirty days. TILLOTSON BROS., 272 and 274 State-st.

FOR SALE—AT ENGLEWOOD—A FEW CHOICE residence lots, centrally located and very cheap. Terms easy. Apply to owners, SPOFFORD & BYRNE, Room 4, southeast corner Clark and Madison-sts.

FOR SALE—NEW COTTAGE, THREE ROOMS and 10 acres dry improved prairie land on Telegraph-road, 1 mile from Hobart, 32 from Chicago on Fort Wayne Railroad; price $750, cash $100, balance $12 monthly; office days Monday and Friday. J. G. EARLE, owner; no agency business; Room 3, 153 Monroe-st.; this office will close this month.

FOR SALE—LOTS ON STONY ISLAND BOULEvard and Seventy-fifth-st., near Grand Crossing; easy payments and cheap. ULRICH & BOND, 87 Dearborn-st.

FOR SALE—ALL WHO WISH TO PURCHASE houses and lots, blocks, or acres, in Evanston or North Evanston, cheaper and on longer time than any other person can offer, call at 153 Monroe-st.; Room 2, for poster. C. E. BROWNE.

FOR SALE—AT ENGLEWOOD, 2-STORY HOUSE, brick basement; lot 37½ feet; near church, schools, and depot; easy payments; save your rent and buy this desirable home. HURLBURD & CO., 208 LaSalle-st.

FOR SALE—IMMENSE BARGAINS—EAST AND west front lots in Bock's first subdivision, near the Normal School at Englewood; $17 per foot; small payment down, balance monthly. HURLBURD & CO., 208 LaSalle-st.

FOR SALE—ENGLEWOOD—THE FAVORITE SUBurb, 2½ miles south of the city, supplied with 60 daily passenger trains, all stopping at this point. We can and will give you the best bargains in Cook County. Do you want a home? Call and see us. Do you want to speculate on good property? We will give you a bargain at rock-bottom prices. HURLBURD & CO., 208 LaSalle-st.

FOR SALE—2½ ACRES AT THE DEPOT IN BLUE Island, surrounded with improvements. [illegible] price, $3,400; will sell for $1,500; [illegible] LA[illegible] & JENKS, 145 LaSalle-st.

FOR SALE—FOR A FEW DAYS, MY PROPERTY IN Glencoe; house [illegible] well built, warmed by furnace, [illegible] good barn; grounds have frontage [illegible] and are abundantly supplied with [illegible] forest trees; it is close by depot, can [illegible] subdivided, or as a whole is one of the [illegible] places in the county. Will sell on easy terms, or take one-half its value in other good real estate. S. T. LOCKWOOD, 177 Randolph-st.

FOR SALE—AT PANIC PRICES, IF TAKEN THIS week, a very choice 30-acre tract at Park Ridge; 200 per cent can be made by subdividing; secure it at once. WETHERELL, PUTNAM & CO., Room 13, 94 Washington-st.

FOR SALE—CHOICE BUILDING LOTS AT NORTH Ravenswood, 50x152 ft.; $500 each and upwards; easy terms. ROBERT GREER, 84 LaSalle-st., Room 2.

COUNTRY REAL ESTATE.

FOR SALE—AT HALF VALUE, OR EXCHANGE for merchandise or furniture of any kind, well-improved farm near Faribault, Minn.; lots in old Town of Hyde Park; will add good secured notes and cash; you can get bargains. OSGOOD & WILLIAMS, 63 South Canal-st.

REAL ESTATE WANTED.

WANTED—I HAVE CALLS FOR SMALL farms near Chicago on lines of railroad; also, for a house with large grounds, in a suburban town; also, for a house and lot on Michigan-av., between Fourteenth-st. and Twenty-second. I can also exchange house and lot in Austin for house and lot in the city. I have some bargains to sell. A. F. TOMPKINS, 157 Washington-st., Room 6.

WANTED—WE WANT 50X125 FEET WITH A COTtage of 6 rooms, water, gas, &c., North of Thirtieth-st. and East of State. J. S. GOULD & CO., 119 Dearborn-st.

WANTED—I WANT TO BUY A GOOD HOUSE and lot, or lot only, worth from $4,000 to $7,000, in good locality, in city or convenient suburb; will pay one-half in the best paying stock in this city, and which has been sold at par for cash since the panic; the balance in cash as agreed upon. Address BUSINESS, Tribune office.

FOR SALE.

FOR SALE—JEWELER'S SAFE, SHOW-CASES, side-cases, &c. of our West Side Store. GILES BRO. & CO., 266 and 268 Wabash-av.

FOR SALE—A SALOON LICENSE, CHEAP; ALSO a splendid ice-box and five new billiard tables. Apply to THOMAS & CO., 48 South Clark-st.

BOARDING AND LODGING.

South Side.

43 HUBBARD-COURT—FIRST-CLASS BOARD for ladies or gentlemen, $4 to $5.50 per week, with use of piano. Day board, $4.

285 MICHIGAN-AV.—LARGE, WELL-FURnished back parlor, with board, for two; also, front room for two; moderate terms.

310 MICHIGAN-AV.—SECOND FLOOR TO RENT in one or two suites; two rooms furnished and two unfurnished, with board.

344 CALUMET-AV.—A SUITE OF UNFURNISHed front rooms, with board. References given and required.

532 WABASH-AV.—A SUITE OF FRONT ROOMS, closets, hot and cold water, etc., with carpets; also other desirable rooms, single or double; well furnished. References.

532 WABASH-AV.—A SUITE OF FRONT rooms, closets, hot and cold water, &c., with carpets; also other desirable rooms, well furnished; reference.

570 MICHIGAN-AV.—NICELY FURNISHED front rooms, with board, for gentleman and wife and single gentlemen.

694 WABASH-AV.—A SUITE OF HANDSOME rooms, furnished or unfurnished, with board; single room, with fire. Reference required.

887 INDIANA-AV.—A LARGE FRONT ALCOVE room to rent, with first-class board. Well furnished, hot and cold water, grate, etc. A few table boarders can be accommodated. Mrs. SIBLEY.

1027 MICHIGAN-AV., CORNER TWENTY-eighth-st.—Nicely-furnished front alcove room, with board. Hot and cold water.

CORNER OF WABASH-AV. AND TWELFTH-ST.—Two pleasant rooms to rent, with good board, to the right parties.

West Side.

13 SOUTH GREEN-ST.—PLEASANT ROOMS, with first-class board; also day board.

96 ASHLAND-AV., CORNER OF MONROE-ST.—Nicely furnished rooms, with board. Two day boarders wanted.

121 SOUTH SANGAMON-ST.—DESIRABLE rooms, furnished or unfurnished, with board. Modern conveniences; pleasant location; terms reasonable.

143 WEST ADAMS-ST.—BOARD WITH PLEASant rooms. Terms, $5.50 per week. Day board, $4 per week.

332 WEST WASHINGTON-ST.—SECOND FLOOR alcove suite, with board; also single room.

341 WEST ADAMS-ST.—TWO NICELY FURnished chambers and one single room, with board; hot and cold water; all modern improvements.

380 WEST WASHINGTON-ST.—PLEASANT front room, furnished, with board, suitable for gent and wife or two single gentlemen.

399 WEST RANDOLPH-ST.—LARGE FURNISHed room suitable for two persons, with first-class board; also one single room.

PLEASANTLY FURNISHED ROOMS TO RENT, with board; hot and cold water, and two closets, suitable for gent and wife or two single gentlemen; near Union Park and convenient to cars. Address S 23, Tribune office.

North Side.

112 NORTH CLARK-ST.—LARGE, PLEASANT furnished room, use of bath-room and parlor, superior table day-board; reasonable terms.

Hotels.

ATLANTIC HOTEL—VAN BUREN AND SHERman-sts., opposite the Rock Island depot.—Elegant rooms, good board, at reasonable rates. Transient, $2.50 per day. First-class in every particular.

MICHIGAN AVENUE HOTEL, LATE TREMONT House—Fine suites of rooms for families, unfurnished; also, furnished rooms for gentlemen.

Country.

THREE NICELY-FURNISHED ROOMS, WITH closets and with board, to rent, in the country; on Chicago-av., second door north of Division-st. Address EVANSTON, P. O. Box 2694, Evanston, Ill.

Miscellaneous.

SINGLE ROOM, HEATED, KEPT IN ORDER, WITH board for two, $50 per month. Suite of 3 rooms, first floor, $65 per month. Location good, and convenient for Chicago business men. Address W 49, Tribune office.

BOARD WANTED.

BOARD—BY MAN AND WIFE, WITH LITTLE boy between 2 and 3 years old; if suited will be permanent all winter; terms must be reasonable. Address C 89, Tribune office.

BUSINESS CHANCES.

A WEEKLY REPUBLICAN NEWSPAPER, WITH job office, for sale, in one of the most prosperous towns in Illinois. Circulation, 1,000. The job-work is valuable. The prosperity of the town warrants the statement that the circulation will steadily increase. Satisfactory reasons for selling. For particulars apply to Mechanics' Type-Foundry Company, 81 and 83 Jackson-st., Chicago, Ill.

AN OLD ESTABLISHED BUSINESS FOR SALE, clearing $3,000 per year, well managed; capital required $4,000. Address C 82, Tribune office, for one week.

A RARE OPPORTUNITY FOR A GOOD RELIAble man of experience in general business, who can command from $1,000 to $2,000 or more in cash, and who in a year or two, to obtain an interest in a good and legitimate enterprise that would afford them constant employment and soon make them well off. For particulars call at 71 South Canal-st., back room, up-stairs.

AN ELECTRICAL INSTITUTE DOING A GOOD business, with fixtures and furniture, for sale or exchange for real estate. S 1, Tribune office.

A GOOD DRUG-STORE IN A CENTRAL LOCAtion for sale. Will take part in good real-estate. Only those meaning business need answer. Address S 36, Tribune office.

BEST PAYING RESTAURANT IN CHICAGO, LOcated on Dearborn-st., between Madison and Randolph; very practically furnished and arranged. Has large custom, and is doing excellent business. For sale at a great sacrifice. Capital required, only $1,500. For full particulars call at 99 East Madison-st., Room 13. J. G. HUSZAGH.

BAR AND BILLIARD ROOM ON WEST MADIson-st. for sale; good reasons for selling; cheap for cash or good security. Address W 78, Tribune office.

CITY AND COUNTRY REAL ESTATE AND BUSIness places bought, sold, and exchanged. Loans negotiated. P. SABADY, 124 Dearborn-st., Room 22.

DYBALL'S WEST SIDE "PALACE OF SWEETS" for sale; doing a fine business. Apply R. W. DYBALL, 195 South Clark-st.

FOR SALE—A SPLENDID LUNCH-COUNTER, 21 feet long; would suit for bar. Can be seen at 77 South Halsted-st.

FOR SALE—OR WOULD TAKE AN IMPROVED farm for an interest in a valuable process (secured by U. S. letters patent) by which green lumber can be directly seasoned, &c. Fortunes await the development of this matter in the ensuing spring. Particulars on application to CHEESEMAN & CO., 70 East Madison-st., near State, Room 6, second floor.

FLOUR AND FEED BUSINESS, WITH LARGE house and long lease; paying $300 per month; for one-half what it is worth; must sell at once; owner going South. Call at 1070 State-st.

IMPROVED PLANTATION IN TEXAS, SUITABLE for cotton or stock raising, to exchange for billiard tables, liquors, or other goods; title perfect. Address S 56, Tribune office.

LIVERY STOCK, WITH LEASE OF STABLE, IN A good location, for sale. Address U 10, Tribune office.

MEAT MARKET FOR SALE, IN GOOD RUNNING order; elegant fixtures, good location and trade. Apply J. G. HUSZAGH, 99 East Madison-st., Room 13.

MANUFACTURING BUSINESS, WHOLESALE and retail; staple grocery goods; pays good profits; for cash or real estate; owners have other business; will be sold cheap. FINLEY & WOODRUFF, 127 Clark-st., Room 47.

RARE CHANCE FOR A HOTEL MAN WHO wishes to purchase a long lease and furniture of a hotel in Chicago, now doing a good business; for information please address A. WISNER, Box 28, Chicago Post-Office.

SALOON TO RENT, 106 SOUTH HALSTED-ST., doing a large business; terms moderate; ice-box and fixtures first-class. Apply at the above address.

THE WHOLE OF THE FITTINGS OF A FIRST-class sample room and billiard hall, known as the "Windsor Castle," 826 State-st., for sale by auction, on Saturday, Oct. 25, at 9:30 a. m., without reserve, unless sold by private contract. THOMAS & CO., 48 South Clark-st.

$100 CASH WILL BUY OUT A SALOON DOING a good business, stock and license included. Call to-day at 865 State-st.

$250 WILL BUY A BUSINESS WORTH $600 IF purchased to-day; stock, fixtures and fittings all included. Proprietor must leave for Europe. THOMAS & CO., 48 South Clark-st.

SEWING MACHINES.

AN IMPROVED HOWE FAMILY SEWING machine, in perfect order, with cover; price $25. No. 643 Michigan-av.

GROVER & BAKER'S SEWING MACHINES—General Office, 150 State-st.; Branch Office, corner Halsted and Randolph-sts. Persons having old Grover & Baker machines are invited to call and see the new improvements and hear something to their advantage.

SINGER OFFICE OF A. J. MELCHERT, 215 SOUTH Halsted-st. Machines sold on monthly payments and rented; repairs perfect; open evenings.

SEWING MACHINES OF ALL KINDS REPAIRED and adjusted at 145 South Clark-st., Room 19.

WILLCOX & GIBBS, THE BEST FAMILY SEWING machine. Thread, needles, oil and repairing. Willcox & Gibbs S. M. Co., corner Wabash-av. and Adams-st.

MISCELLANEOUS.

CASH PAID FOR CAST-OFF CLOTHING AND miscellaneous goods of any kind, by sending a letter to I. GELDER, Loan Office, 864 State-st.

HAVANA LOTTERY PRICES REDUCED; NEXT drawing Oct. 22. Information given by A. CASAL & CO., 48 Broad-st., P. O. Box 4251, New York.

WANTED—TO BUY AN EXPOSITION TICKET TO New York. Answer to 385 Wabash-av. MRS. CHASE.

WANTED—A COMPANY LEAVES OUR OFFICE, 104 West Monroe-st., in the morning, for Colorado. If you want to go along, come between 12 and 4 o'clock this afternoon and get your tickets. GREER BROS.

WANTED—A RESPECTABLE YOUNG LADY TO occupy a furnished room; partial object companionship. Address Miss ANNIE F. TALBOT, Chicago P. O.

TO EXCHANGE.

TO EXCHANGE—TWO LOTS, CITY, AND UNINcumbered, worth $2,500 for house and lot worth $3,500 to $4,000; will pay difference; house must be east of State-st., on South Side. Address L 92, Tribune office.

TO EXCHANGE—INSIDE IMPROVED FOR FARMS; also other property; see Sunday's Tribune. Wanted—Iowa land and cash for lots. J. S. WOLFE, 111 Dearborn-st.

TO EXCHANGE—WELL-SECURED PAPER, OR land in Iowa or Missouri (title perfect), for a pair of horses. Address S 3, Tribune office.

TO EXCHANGE—THREE LOTS CORNER MICHIgan-av. and Sherman-st., South Chicago, for horse, buggy, and harness. Inquire at 160 Michigan-av.

WANTED—A HOUSE WORTH $5,000 TO $10,000 in exchange for unimproved lots; will assume some incumbrance. Also, a house in exchange for some well-located acre property. WETHERELL, PUTNAM & CO., Room 13, 94 Washington-st.

WANTED—TO EXCHANGE—80 ACRES OF LAND near Sparta, Wis., for any class of salable goods. Also, one fine gold watch, stem winder, worth $300, or for furnished house. Address W 42, Tribune office.

DIVORCES.

DIVORCES LEGALLY OBTAINED, FEE AFTER decree. Scandal avoided. Nine years' practice in the courts of Chicago. Address Post-Office Box 1037.

TO RENT--HOUSES.

TO RENT—A TWO-STORY HOUSE OF 12 ROOMS, to one or two families; gas and water. Apply at 283 North Franklin or 43 South Market-st.

TO RENT—A 2-STORY FRAME HOUSE, NO. 137 Loomis-st., 11 rooms. Apply at 131 Loomis-st. C. W. STEVENS.

TO RENT—TWO-STORY AND BASEMENT MARble front house No. 56 Union Park-place, with all modern improvements, including two-story brick barn; furnace and gas fixtures in house. Apply at 483 Carroll-av.

TO RENT—3-STORY AND BASEMENT MARBLE-front house, 12 rooms, all the modern improvements, situated on Wabash-av., between Peck and Eldridge courts; would like to sell some furniture; rent reasonable, $125 per month. Apply to WM. H. SAMPSON & CO., 144 LaSalle-st., Otis Block.

TO RENT—NO. 857 WABASH-AV., 3-STORY AND basement brick house, with modern improvements, all in good order. For particulars call on JOSEPH GOODMAN, 22 Indiana-av., near Thirteenth-st., or MEAD & COE, 153 LaSalle-st.

TO RENT—3-STORY BRICK HOUSE CONTAINING 10 rooms, with modern improvements, on Cass-st. near Indiana.—No. 42 Cass-st. Price, $70 per month. MEAD & COE, 153 LaSalle-st.

TO RENT—3-STORY AND BASEMENT HOUSE, first-class for boarders, and applicants every day; some new carpets and furniture may be purchased, low, if desired; rent $1,250. Apply at 24 Bishop-court.

TO RENT—A NO. 1 TENEMENT, JUST FINISHED, 286 North Franklin-st., corner Whiting, containing 6 rooms, bath-room, pantry, closets, and gas; cheap to responsible party. Apply at THEO. MARTINS, 48 North Clark-st.

TO RENT—COTTAGE 467 HUBBARD-ST., WITH large grass lot, near Union Park. W. WALLER, Room 2, 128 State-st.

TO RENT—NEW 2-STORY AND BASEMENT brick, 11 rooms, furnace, bath, hot and cold water; good barn. Also, frame, 8 rooms, bath; near Lincoln Park and cars. W. J. DAVIS, 146 Madison-st.

TO RENT—BY KERR, DAVISON & WELCH, REAL Estate Dealers and Brokers, 142 LaSalle-st.: 6 rooms, with bath room, suite 60x23 feet, in house southwest corner Robey and Hubbard-sts., at $30 per month, until May 1, 1874. 6 rooms, with bath room and closets, in basement 677 Hubbard-st., at $18 per month, until May 1, 1874.

TO RENT—OR SALE, COTTAGE HOUSE WITH brick basement (furnished) fronting east on Michigan-av., near Sixty-first-st. Rent reasonable to good tenant. HENRY G. YOUNG, 149 and 150 Madison-st., basement.

TO RENT—A COTTAGE OF FOUR ROOMS FURnished to man and wife who will board the owner for the rent. 225 DeKoven-st., near Halsted.

TO RENT—NEW BRICK HOUSE IN NICE ORDER, 376 West Randolph-st., handy to business, cars, school, and churches. L. H. ROBINSON, 22 Ashland Block.

TO RENT—3-ROOM COTTAGE FOR FAMILY WITHout children; paved street and omnibus line; $18. Inquire at 302 West Indiana-st.

TO RENT—FURNISHED HOUSE, WABASH-AV. and Twenty-eighth-st. HENRY C. LORD, 151 LaSalle-st., basement.

TO RENT—COTTAGE CORNER TWENTY-SEVenth and Butler-sts., 7 rooms, clothes-closets, pantry, water, etc. Will sell same on monthly payments. Apply at 1203 State-st.

TO RENT—THE COTTAGE, 637 WEST INDIANA-st.; rent, $20 per month. Apply to WM. M. JOHNSTON, 85 West Monroe-st.

TO RENT—FURNISHED HOUSE ON INDIANA-av., near Eighteenth-st., 12 rooms, in good order, and complete for housekeeping. Immediate possession.

TO RENT—HOUSES, ROOMS, AND STORES AT panic prices. Call and examine our lists. R. M. OUTHET & CO., 151 East Madison-st., Room 7.

TO RENT—TWO-STORY AND BASEMENT BRICK house, 10 rooms, furnace, gas fixtures, and range, on Rhodes-av., near Thirty-second-st. J. H. KEELER, 145 Clark-st.

TO RENT—66 ELLIS-AV., 10 ROOMS; WILL BE put in good order, and rented to May 1 next reasonable. J. Q. WHITE, 25 Cottage-place.

TO RENT—COTTAGE, 40 COTTAGE GROVE-AV.; carpets and furniture not three months in use for sale. Call on the premises.

TO RENT—TWO COTTAGES, JUST COMPLETED, on Shurtleff-av., between Twenty-eighth and Twenty-ninth-sts. Each cottage 22x44 feet, containing six rooms. The same are better built and better finished than most cottages, and will be rented reasonably to good tenants.

TO RENT—BY GOLDEN & FRESHWATERS, 83 Clark-st., Room 16: On Washington-st., near Curtis, a marble-front house, 14 rooms, with all modern improvements; also a good barn.

TO RENT—A COTTAGE OF SIX ROOMS, BUTTERY, and closet, with water, at 274 West Harrison-st. Apply to M. HAGERTY, 266 South Desplaines-st.

TO RENT—A PLEASANT COTTAGE OF 6 ROOMS, very desirable. 826 Pratt-place, between Hoyne and Leavitt, and Jackson and Van Buren-sts.

Suburban.

TO RENT—HOUSE AT ENGLEWOOD FURNISHED complete. To the right party a cheap rent will be given. Apply to N. T. WRIGHT, 155 LaSalle-st.

TO RENT—AT SOUTH ENGLEWOOD, A NEW modern house; 9 large rooms, 2 large porches, and large corner lot, cost $4,500, rent $25 per month. MATSON HILL, 108 and 110 Dearborn-st.

TO RENT—AT KENWOOD, FOUR MINUTES' walk from station, two new houses, 10 rooms each, besides pantries, bath-rooms, store-rooms, and closets; all modern improvements. These houses were completed four months ago, now thoroughly seasoned, and are very desirable and attractive places; never before offered for rent. Reasonable rent to desirable tenants. JOHN M. WAITE, 188 Dearborn st.

TO RENT--ROOMS.

TO RENT—HANDSOMELY FURNISHED ROOMS overlooking lake and Exposition, from $15 to $20 per month; transients accommodated. 10 Madison-st., Room 42.

TO RENT—HAVING NEWLY FURNISHED ADDItional rooms within the past week, desirable parties can be accommodated by the day, week, or month. Appointments first-class, and charges reasonable. 85 Dearborn-st.

TO RENT—SUITES OF ROOMS, SUITABLE FOR housekeeping; gas, water, and water-closets with each; in Thompson's Block, West Madison-st.; will rent either in suites of 3 or 6 rooms. Also, a number of cottages. By WM. H. THOMPSON, 229 West Madison-st.

TO RENT—NEAR LINCOLN PARK, 4 ROOMS (front), over store; also 2 rooms over store adjoining. CHAS. N. HALE, 146 Madison-st.

TO RENT—193 TWENTY-SIXTH-ST., 2 SUITES OF rooms, each with pantry, water, and closets. W. VAN O. LINDA, 1401 Indiana-av.

TO RENT—THE FIRST FLOOR OF A NEW HOUSE of 5 rooms, near street-cars. 894 Fulton-st. Rent, $20.

TO RENT—DESIRABLE ROOMS AND FINE store on the North Side, at a very low rent. R. M. OUTHET & CO., 151 East Madison-st., Room 7.

TO RENT—4 LARGE ROOMS, 3 CLOSETS, AND pantry, $12. Inquire 1091 Jackson-st.

TO RENT—TO A GOOD PARTY, THE UPPER part of 1035 Wabash-av., suitable for housekeeping, and with use of bath-room, all in good repair.

TO RENT—ROOM NICELY FURNISHED, SUITAble for two gentlemen, or unfurnished except carpet and stove, at No. 12 Twelfth-st.

TO RENT—AT 106 TWENTY-FOURTH-ST., A FINE suite of rooms, cheap, to parties who can first-class references. Call to-day.

TO RENT—FOUR ROOMS. 992 MICHIGAN-AV.

TO RENT—FURNISHED ROOMS, SINGLE OR EN suite. 161 South Clark, opposite Arcade-court, Room 11.

TO RENT—FRONT ROOM, NEATLY FURNISHED, at 255 North Franklin-st. Reference required.

TO RENT—6 NICE ROOMS FOR HOUSEKEEPING, on West Madison-st near Robey. Rent $25. R. KENNEDY, 145 Clark-st., Room 28.

TO RENT—HANDSOMELY FURNISHED ROOMS, by the day, week, or month, at the St. Julien European Hotel, 151 and 153 Dearborn-st. Terms reasonable.

TO RENT--STORES, OFFICES, &c.

Stores.

TO RENT—AT A BARGAIN—FINE STORE IN block on Van Buren-st.; near Sherman. Inquire at 135 South Clark-st., in bank.

TO RENT—STORES AND BASEMENTS NOS. 50 and 52 Fourth-av.; elegant location; also, second and third stories, containing 24 rooms, suitable for boarding-house, with all the conveniences of every kind; will rent part or all cheap to a first-class tenant. [illegible] house is new. Apply on the premises, [illegible] BASSETT, or to J. M. MARSHALL & CO., [illegible] Clark-st.

TO RENT—PART [illegible] STORE ON STATE-ST., NEAR Madison. [illegible] Inquire at 148 State-st.

Miscellaneous.

TO RENT—CHEAP—DESK-ROOM IN A DOUBLE real estate office, central location. Inquire of SHIELDS, Room 1, 119 Dearborn-st.

TO RENT—HOTEL AND FURNITURE FOR SALE cheap. The only hotel in a railroad town of 4,000 inhabitants. Address SOMONAUK HOTEL, Somonauk, Ill.

TO RENT—A DESIRABLE FAMILY HOTEL OF 42 rooms and all conveniences, in a desirable location, South Side, near Twenty-second-st. Furniture for sale at a bargain on favorable terms. Address S 22, Tribune office.

WANTED--TO RENT.

WANTED—TO RENT—FURNISHED HOUSE, 9 OR 10 rooms, of which the best of care will be taken. Address E. S. BARROWS, 202 Lake-st.

WANTED—TO RENT—SPACE IN THE EXPOSItion building to sell an article; gallery preferred. Address S 73, Tribune office.

HORSES AND CARRIAGES.

A GOOD ASSORTMENT OF FAMILY CARRIAGES and top and open buggies, also second-hand buggies, cheap, at 27 and 29 South Clinton-sts. H. B. HILL.

FOR SALE—A PAIR OF BROWN HORSES, cheap, 3,400, at Garden City Stables, 266 South Desplaines-st.

FOR SALE—TOP BUGGY, AT A GREAT BARGAIN, or will trade for a light open one, and give or take cash difference. DR. J. KEAN, 360 South Clark-st.

FOR SALE—5-YEAR OLD ETHAN ALLEN COLT, 15 hands, sound, and kind; can trot to pole in 2:50, and the finest single horse in town. Also, a handsome new shifting-top road-wagon and harness. Will be sold separate or together. This is a very handsome turnout, and cheap. Call from 11 to 3 at HATCH'S STABLES, 680 West Lake-st.

FOR SALE—CHEAP—TEAM, WAGON, AND HARness, family carriage, and peddling-wagon, either or all, cash or time. Room 10, 145 South Clark-st.

FOR SALE—CHEAP FOR CASH, 5 SECOND-HAND carriages, 7 top buggies. Can be seen at WREN'S Stable, 192 East Washington-st.

FOR SALE—WHITE MARE, 8 YEARS OLD; FAST, gentle, sound, and stylish. Also, fine buggy and harness, nearly new. H. E. GATES, 90 East Madison-st., Room 4.

HORSES WINTERED AT DOWNER'S GROVE; brought out and returned free of charge; tame hay and grain; a large run, protected by thick groves of timber; good stables nights. All horses intrusted to our care will receive the best attention. Terms, $2.25 per week. Satisfaction guaranteed. Apply to FRED. M. WOODS, Downer's Grove, DuPage Co., Ill. Refer to H. G. Powers, corner Madison and Market-sts.; Arthur C. Ducat, 155 LaSalle-st.; C. H. Morse, 111 and 113 Lake-st.

I HAVE FOR SALE LIGHT AND HEAVY EXpress and delivery wagons of all kinds. Also 2-seated buggies, at 283 South Canal-st.

WANTED—TO BUY—STAGE HORSES, OR WILL trade real estate for same. 1004 West Madison-st.

WANTED—A CHEAP BUSINESS HORSE, FOR which I will trade a lot of oak chairs. Will give a good trade. J. WILDEY, 46 West Adams-st., from 8 to 10 to-day.

WANTED—GOOD HORSE, TOP BUGGY, AND harness. Will give in exchange vacant lot, or lots. BRIGHAM & STEVENS, 12 Methodist Church Block.

WANTED--MALE HELP.

Bookkeepers, Clerks, Etc.

WANTED—A FIRST-CLASS SHOW WINDOW-dresser, for fancy goods. Inquire at the Exposition Bazar, corner Halsted and Madison-sts.

WANTED—A SALESMAN WITH LARGE EXperience and a thorough knowledge of flannels and cottons, to take charge of the domestic department of a large retail dry goods house; must be fully competent for the position to receive consideration. Address W 31, Tribune office, giving age, former locations and reference.

Trades.

WANTED—TELEGRAPH INSTRUMENT MAKERS; good pay and steady work; must have long experience. Address D. D. MACK & CO., 213 North Third-st., St. Louis.

WANTED—4 GOOD TINNERS. APPLY TO A. DRUMMOND, Evanston, Ill.

WANTED—A GOOD WOODWORKER ON LIGHT work. Apply to W. J. HARRIS, Joliet, Ill.

WANTED—TWO GOOD STEAM-FITTERS. NO other need apply. Apply to SAMUEL L. POPE & CO., 87 and 89 West Lake-st.

SITUATION WANTED—A FIRST-CLASS ENGIneer from the East, to run stationary engine in city; best references given. Address W 48, Tribune office.

WANTED—A HARNESS-MAKER TO DO TEAM work. Apply to A. COLTON, Sycamore, Ill.

WANTED—TWO GOOD CARPENTERS, AT 22 North Clinton-st. W. SPRINGER.

WANTED—A GOOD JOBBING PLUMBER, AT 198 South Park-av. J. BYRNE.

WANTED—GOOD COAT-MAKERS TO GO IN the country immediately. Inquire at 10, 12 and 14 Lake-st.

WANTED—2 OR 3 GOOD TINNERS FOR FURnace work. Apply to L. A. BEEBE & CO., 741 North Wells-st.

WANTED—TEN FIRST-CLASS CARPENTERS. Inquire at second house south of Twenty-ninth-st., on Michigan-av., west side of street.

WANTED—3 PLASTERERS. APPLY TO MILLER & DECKER, Room 5, Republic Life Ins. Building, LaSalle-st.

WANTED—A GOOD HOUSE PAINTER AT 95 South Desplaines-st. Apply between 7 and 8 this morning.

Employment Agencies.

WANTED—200 CHOPPERS, $1.25 PER CORD; 50 miners, $1.10 per ton; 15 farm-hands, $20 per month. Call on C. V. SNELL & CO., 259 East Randolph-st.

WANTED—4 DECK HANDS, AND 200 WOODchoppers for Michigan and Indiana; 25 coal miners; 30 railroad laborers. Apply to CHRISTIAN & BING, No. 1 South Clark-st.

Miscellaneous.

WANTED—TWO GOOD MEN CAN FIND STEADY employment by applying at KELLY & HOWISON'S, 295 South Clark-st. References required.

WANTED—SALESMEN TRAVELING TO SELL teas, tobaccos, and fine whisky; good commissions, and no interruption to their business. Address, in confidence, N 97, Tribune office.

WANTED—EXPERIENCED CANVASSERS OF first-class ability, for Appleton's American Cyclopedia (revised) and Picturesque America. MOSES WARREN, southeast corner State and Washington-sts.

WANTED—TRAVELING MEN HAVING ESTABlished routes, with good trade, to sell an article in good request; per centage large. Address C 98, Tribune office.

WANTED—TWO LABORERS, AT 22 NORTH Clinton-st. W. SPRINGER.

WANTED—6 OR 8 MEN AND LIVELY BOYS, that can bring $1 to $5, for a good business. $3 or $4 a day clear, and steady business. Room 18, 164 East Randolph-st.

WANTED—MEN IN EVERY TOWN, COUNTY, and State to sell articles absolutely wanted in every family. If you want to make money don't fail to call at 99 East Madison-st., Room 5.

WANTED—A TENOR SINGER IN A QUARTETTE choir in a small church on the West Side; salary small. Address S 7, Tribune office.

WANTED—CANVASSERS WANTING PAYING business, lady or gentleman, in city or country, to solicit for "The Home," a splendid family journal, with premium chromo, Yosemite Valley, 14x20, finest ever offered. Best terms to agents. Call or address JAMES A. T. BIRD, Publisher, 168 Washington-st., Room 29.

WANTED—MEN LOOKING FOR EMPLOYMENT that will pay them $5 to $8 per day to call on McINTYRE & CO., 71 South Canal-st.

WANTED—MEN SEEKING EMPLOYMENT CAN make money selling our articles. City and country local agents wanted. 36 North Canal-st., Room 4.

WANTED—ACTIVE MEN, WOMEN AND BOYS to sell small useful article needed in city and country; $5 to $10 guaranteed to be made daily. AMERICAN NOVELTY CO., 133 Clark-st., Room 23.

WANTED--FEMALE HELP.

Domestics.

WANTED—A GOOD, COMPETENT COOK, IN A small private family. Apply at 1226 Wabash-av., corner Twenty-eighth-st.

WANTED—GIRL, 12 TO 17 YEARS OLD, USED to dining-room work, willing to make herself generally useful, at 121 South Sangamon-st.

WANTED—A GOOD GIRL TO DO COOKING FOR a small family. Apply at 998 Michigan-av.

WANTED—A YOUNG GIRL TO HELP AROUND the house. 697 Fulton-st.

WANTED—AT 41 RAY-ST., A GOOD GIRL FOR general housework

WANTED—A GOOD GIRL TO COOK, WASH, AND iron in a small family, North Side; reference required. Call at Room 1, 146 East Madison-st.

WANTED—A GOOD GERMAN OR SWEDISH girl for general housework; reference required. Inquire at 878 Indiana-av., near Eighteenth-st.

WANTED—A SMART, ACTIVE GIRL TO ASSIST in housework and learn dressmaking. Address C 81, Tribune office.

WANTED—A COMPETENT GIRL TO COOK AND do general housework at Highland Park. Good wages given. Call in the morning at No. 14 Sixteenth-st.

WANTED—A MIDDLE-AGED WOMAN TO ASsist a mother in the care of three children, and in the upstairs work of the house; it will be a good and permanent home for an acceptable woman, with good compensation and considerate treatment. Address by letter No. 679 West Jackson-st., giving reference.

WANTED—A GOOD COOK, WASHER AND ironer, with fair references; the family is small. Apply at 398 Michigan-av.

WANTED—A GOOD GIRL FOR HOUSEWORK AT No. 13 Silver-st., down-stairs. A good, steady place for the right party.

WANTED—A WOMAN TO DO GENERAL HOUSEwork. Only those willing to work need apply at 909 Wabash-av.

WANTED—ONE DINING-ROOM GIRL AND FIRST-class washerwoman and scrub girl, at Merchants' Hotel, corner Clark and Lake-sts.

SITUATIONS WANTED—BY TWO NORWEGIAN sisters in a private family. Good recommendations can be given. 821 West Lake-st. Call to-day.

Seamstresses.

WANTED—5 FIRST-CLASS DRESSMAKERS, WHO are thoroughly acquainted with the business; no others wanted. Apply at basement door. M. H. KENDALL, 72 Thirteenth-st.

WANTED—APPRENTICES FOR DRESSMAKING at 250 Cottage Grove-av.

Miscellaneous.

WANTED—MIDDLE-AGED WOMAN, SCOTCH, English, or American preferred, to do housework in small family. Apply at 561 Hubbard-st.

WANTED—A FEW LADIES TO SELL RUBBER goods for ladies, in city and country. $4 to $7 a day can be made. A lady made $3.50 on Monday. MRS. PALMER, Room 18, 164 East Randolph-st., Chicago.

WANTED—12 YOUNG LADIES TO GO IN THE country. Apply at 89 Dearborn-st.

HOUSEHOLD GOODS.

ELEGANT BOOKCASE AND PARLOR DESK, silver water salver and Turkish [illegible] chair, dressing case, fine engravings and chromos, cuspidores and ornaments, elegant French clock, lot [illegible] &c., &c., for sale at a bargain. At 743 Michigan-av.

FURNITURE OF ALL KINDS ON INSTALLMENTS at lowest cash prices. Chamber suites, parlor suites, lounges, wardrobes, etc. It is for your interest to examine our stock and prices. Empire Parlor Bedstead Company, 352 West Madison-st.

FURNITURE, CARPETS, CROCKERY, &C., &C., at auction on Wednesday and Saturday, and at private sale during the week. 195 and 197 Randolph-st. WILLIS, LONG & CO., Auctioneers.

IF YOU HAVE FURNITURE, EITHER NEW OR second-hand, or any kind of merchandise to dispose of, call and see OSGOOD & WILLIAMS, 63 SOUTH Canal-st.

MONEY SAVED TO PARTIES IN WANT OF mattresses, spring-beds, comforts, blankets, and all sorts of bedding by calling at Whipple Manufactory, 246 State-st.

PARTIES BREAKING UP HOUSE, OR HAVING household goods to dispose of, will find a cash buyer by addressing L. LIND, care of Willis, Long & Co., 195 and 197 Randolph-st.

THE EMPIRE PARLOR BEDSTEAD—NEW AND elegant designs—surpasses all; seven styles, all sizes; adapted to parlor, library, dining-room, office and store; occupies only one-fourth the space of a common bedstead; an elegant piece of furniture, convertible instantly into a perfect bed. Sold on installments. Prices—$25 to $110. N. B.—The Empire Office Desk now ready—the novelty of the times. Empire Parlor Bedstead Company, 352 West Madison-st.

MUSICAL.

AN ELEGANT SQUARE GRAND PIANOFORTE, full 7-octave, overstrung bass, handsome rosewood case, four round corners, made by A. W. Ladd, of Boston; in fine condition; original cost $600; price $190. No. 643 Michigan-av.

AN ALTO SINGER OF EXPERIENCE DESIRES A position in a church choir in the city. Address 706 West Madison-st.

FOR SALE—TWO GOOD PIANOS, WITH STOOLS and spreads, for $225 and $130; $25 per month payments, at 419 Butterfield-st., corner Twenty-seventh.

FOR SALE—NEW 7-OCTAVE ROSEWOOD PIANO on installments, or very cheap for cash. Purchaser please call and see, at 62 South Clark-st.

PIANOS FOR SALE AND TO RENT; THE BEST in the market; repairing and tuning, at the Chicago Piano Factory, 269 East Randolph-st., near the bridge, by J. PRESTON.

PIANOS FOR SALE AND TO RENT; THE BEST in the market; repairing and tuning, at the Chicago Piano Factory, 269 East Randolph-st., near the bridge, by J. PRESTON.

TO RENT—AND FOR SALE—PIANOS AND ORgans. We make renting a specialty. WM. R. PROSSER & CO., 274 State-st., near Van Buren.

LOST AND FOUND.

FOUND—A SHAWL, TUESDAY AFTERNOON, ON Wabash-av. Owner can have same by proving property and paying for this advertisement. Inquire Room 18, 184 Clark-st.

LOST—A POCKET-BOOK, BETWEEN TWENTY-fourth and Twenty-second-sts., on Michigan-av., or on the above streets, containing about $18 in money, also passes over three different railroads, a gold pencil, and other articles. Finder can keep the money by returning the passes. The railroads are notified not to honor the passes. Leave at 1126 Indiana-av.

LOST—IN GOING FROM 22 UNION PARK-PLACE to Pittsburgh & Ft. Wayne depot, a portemonnaie containing $24 and a gold enameled breastpin. The finder will receive a reward of $5 by leaving the same at the above number.

$25 REWARD—STOLEN OR STRAYED FROM baggage-room of Pacific Hotel, a black water spaniel dog, white breast and feet, long ears. The above reward will be paid to any one bringing him to 150 Washington-st., Room 26, or Pacific Hotel.

SITUATIONS WANTED--MALE.

Bookkeepers, Clerks, &c.

SITUATION WANTED—BY A YOUNG MAN AS clerk or salesman; speaks German, English, and French; references will be given. Address W 70, Tribune office.

SITUATION WANTED—IN A DRY GOODS OR drug store, by an experienced young man having a fair knowledge of the English, German, and Latin tongues, and being well recommended. Address NIC. FEIL, 36 South Hanover-st.

SITUATION WANTED—BY A YOUNG MAN; HAS several years' experience in the retail hardware and stove business; speaks English and Scandinavian fluently; references from last employer; wages no object. Call at or address 56 Sangamon-st., in drug-store.

SITUATION WANTED—AS ASSISTANT BOOKkeeper, or clerk of any kind, by a young man; speaks English and German, is willing to work. Can give best city references. Address S 2, Tribune office.

SITUATION WANTED—AS BOOKKEEPER BY A thoroughly competent and practical bookkeeper of many years' experience in this city; best of city reference. Address S 21, Tribune office.

Coachmen, Teamsters, &c.

SITUATION WANTED—AS COACHMAN, BY A young man (Scotch); thoroughly understands the care of horses and carriages; best of references. Address W 46, Tribune office.

SITUATION WANTED—AS COACHMAN IN A PRIvate family, by a young man of experience. Situation more the object than wages. City references. Address S 10, Tribune office.

Miscellaneous.

SITUATION WANTED—BY A NORWEGIAN BOY in an office, store, or to make himself useful around the house; he is well educated and just arrived from Europe; no wages asked. Call or address DR. JULSON, 122 Milwaukee-av., from 8 to 10 a. m., or 1 to 3 and 5 to 1 p. m.

SITUATION WANTED—BY A GOOD, HONEST American man, in some private family; understands the care of horses, can milk, and is willing to make himself useful. Apply at 585½ State-st.

SITUATIONS WANTED--FEMALE.

Domestics.

SITUATION WANTED—BY A YOUNG GIRL, TO do second work or light housework in a small family. Apply at 109 Liberty-st., between Jefferson and Union.

SITUATION WANTED—BY A RESPECTABLE German girl, to take care of children and do sewing; the best of city reference given. Address 761 South Halsted-st.

SITUATION WANTED—BY A LITTLE GIRL, TO do light housework, or care for children. No. 22 Vedder-st., corner of Aberdeen.

SITUATION WANTED—BY A GIRL, IN A FIRST-class private family in the city, to cook, wash, and iron, or do second work; good reference. Call at 215 Twenty-sixth-st., between State and Clark.

SITUATION WANTED—TO COOK, WASH, AND iron, in private family. Apply at 148 North Rucker.

SITUATION WANTED—A YOUNG GIRL OF 15 or thereabouts, to take care of children. Apply at 97 West Van Buren-st.

SITUATION WANTED—BY A GOOD GIRL IN A small family to do general housework or second work. Call at 65 Myrick-av.

SITUATION WANTED—BY A GOOD GIRL TO DO second work or housework for a small family. Call for three days at 261 Division-st.

SITUATIONS WANTED—FOR TWO GIRLS, ONE to cook, wash, and iron, the other to do second work. Good references. Call at 65 Myrick-av.

SITUATION WANTED—BY A MIDDLE-AGED woman as second cook in a hotel or boarding-house. Call at 198 West Lake-st.

SITUATION WANTED—BY A SCANDINAVIAN girl to do general housework in a private family. Apply at 349 Orchard-st., North Side.

SITUATION WANTED—TO COOK, WASH, AND iron or to do general housework in a private family. Apply at 576 South Jefferson-st.

SITUATION WANTED—FOR A GOOD COOK IN A private family or private boarding house; good references if required. 39 O'Brien-st.

SITUATION WANTED—BY AN EXPERIENCED girl to do general housework in a private family; is a good cook. Call at 1170 State-st.

SITUATION WANTED—BY A GOOD, STRONG, healthy Polish woman to do general housework; willing and ready for work. Call at 385 Wabash-av.

SITUATION WANTED—BY A YOUNG GERMAN girl in a small private family. Address 124 West Randolph-st., cigar store.

SITUATION WANTED—TO DO COOKING, WASHing, and ironing, in a private family. Best of references. Please call at 277 Burnside-st.

SITUATION WANTED—BY A FIRST-CLASS COOK, in a private family; best city reference if required. Please call at 763 State-st.

SITUATIONS WANTED—BY TWO GIRLS, ONE as up-stairs girl, and the other pantry-work, in a private family. Please call at 763 State-st.

SITUATION WANTED—BY A NORWEGIAN GIRL, in a private family for $4 per week; good recommendations can be given. Call to-day at 821 West Lake-st.

SITUATION WANTED—TO DO UP-STAIRS WORK and sewing, by a Protestant woman; can cut and fit and do all kinds of work; best references; state wages. Address S 68, Tribune office.

SITUATION WANTED—BY A RESPECTABLE married woman, as cook or general housework in a small private family, where I can bring a little girl 5 years old. Reference if required. Address S 50, Tribune office.

SITUATION WANTED—BY A RESPECTABLE Canadian girl, to do second work or cooking in a private family, or general housework for two. Apply for two days at 274 South Morgan-st., first floor.

SITUATION WANTED—BY A GIRL, TO DO GENeral housework in a small family. Apply at 332 West Polk-st.

Seamstresses.

SITUATION WANTED—IN A PRIVATE FAMILY, by a Danish lady to do sewing; is also willing to assist in housework. Call at 127 Second-st.

SITUATION WANTED—BY A YOUNG PERSON TO do sewing and assist in housework. Please call for two days at 736 Washington-st., back of brick building.

SITUATION WANTED—BY A FIRST-CLASS dressmaker and trimmer, by the day or week. Address S 57, Tribune office.

Nurses.

SITUATION WANTED—BY AN AMERICAN WOMan of experience, who loves the care of children, as nurse for a young child; is neat and kind; the lady will find her always willing and at home; is a good seamstress; would go out of the city; good references given; wages very moderate; a home with kind, respectable people more desirable. Address, for three days, W 50, Tribune office.

Laundresses.

SITUATION WANTED—TO DO WASHING, NOT ironing. Will do family washing at her own house for 40 cents per dozen; washing and ironing for 90 cents per dozen. Inquire at 167 Second-st.

SITUATION WANTED—FAMILIES WANTING washing done for the winter on reasonable terms, weekly or monthly; washing sent for and returned. Call at 71 Cottage Grove-av.

Employment Agencies.

SITUATIONS WANTED—FAMILIES IN WANT OF good Scandinavian and German help can be supplied at MRS. DUSKE'S office, 80 Milwaukee-av.

Miscellaneous.

SITUATION WANTED—AS GOVERNESS BY A lady having had some experience in teaching music, French and drawing, and all the English branches, and would give good references. Address W 4, Tribune office.

SITUATION WANTED—BY A YOUNG LADY IN A dry goods or ladies' furnishing goods and millinery store; has had 5 years' experience; good references. Address S 4, Tribune office.

FINANCIAL.

BALDWIN, WALKER & CO. HAVE FUNDS IN hand for purchase of secured notes having short time to run. No. 7 Hawley Building, southwest corner Dearborn and Madison-sts.

CLAIMS AGAINST HOME, KNICKERBOCKER, Germania, and other bankrupt Insurance Companies cashed by J. N. WITHERELL, 150 Dearborn-st., Room 6.

MONEY TO LOAN—FROM $2,000 TO $5,000, AT 10 per cent interest, secured by U. S. bonds as collateral. Address W 53, Tribune office.

MONEY TO LOAN ON DIAMONDS, WATCHES, and other valuable securities, by C. TUNNICLIFF, 123 South Clark-st., Room 3, near Madison.

MONEY TO LOAN ON DIAMONDS, WATCHES, bonds, etc., at LAUNDER'S private office, 120 Randolph-st., near Clark. Established 1854.

WANTED—GOOD PURCHASE MONEY NOTES. Address P. O. Box 263, naming parties, security, and interest allowed.

WANTED—$1,500 AND $2,000 FOR 3 TO 6 MONTHS, on first-class collaterals; will pay good rates. Address S 9, Tribune office.

WANTED—$4,000 FOR A TERM OF FIVE YEARS at 10 per cent, on property worth $15,000. Good commission paid any party securing this loan. Apply to F. D. OERTEL, Room 10, 123 LaSalle-st.

WANTED—TO PURCHASE CLAIMS AGAINST Franklin Bank. State lowest price and nature of claim. Address, with real name, W 77, Tribune office.

WANTED—TO LOAN $1,000 FOR 1 OR 2 YEARS, on first-class real estate, worth four times that amount. Address W 53, Tribune office.

$450 IN THE FRANKLIN BANK FOR SALE for $400 cash. A. G. DAYTON, 47 West Randolph-st.

$1,000 TO LOAN FOR A SHORT TIME ON good security. Address H 20, Tribune office.

$10,000 TO LOAN FOR 3 TO 5 MONTHS IN amounts to suit; collaterals must be good. Address S 8, Tribune office.

$10,000 WANTED FOR SIX MONTHS; LIBeral interest allowed; real estate security worth $70,000. STEDMAN, POPE & CO., 78 Madison-st.

PARTNERS WANTED.

PARTNER WANTED—IN THE OYSTER BUSIness where a pile of money can be made. Capital wanted, $2,000; will put in like amount. Address C 85, Tribune office.

PARTNER WANTED—OR FOR SALE—I WILL sell the whole or half interest in an established manufactory of perfumery, sauces, extracts, &c. The business is paying and the stock is in good shape, but additional capital is necessary. An active business man with $2,500 capital and good references will find this a desirable opening. Satisfactory references and information furnished by addressing W 67, Tribune office.

PARTNER WANTED—IN A WELL-ESTABLISHED cash-paying business; must be a good business man and not afraid to work. Capital required, from $500 to $1,000. S 5, Tribune office.

PARTNER WANTED—IN LIGHT, CASH-PAYING business; $300 required for half of stock and fixtures. Call at 36 North Canal-st., Room 4.

PARTNER WANTED—WITH $1,000 CASH, FOR AN enterprise that will pay enormously; must be prepared to proceed at once to Europe for one or two years, where he will have the opportunity of visiting all the principal cities of England and the Continent; money will remain under owner's control. Apply to-day, at 125 West Washington-st.

INFORMATION WANTED.

INFORMATION WANTED—OF MATTHEW DORAN. When last heard from was in Chicago, in 1860. Any one knowing of his whereabouts, living or dead, will be liberally rewarded by addressing M. W. FITZSIMMONS, Architect, No. 49 Temple-place, Boston.

CLAIRVOYANTS.

MRS. T. J. LEWIS, TRULY WONDERFUL CLAIRvoyant. Business and medical seances. 30 West Madison-st.

FOREIGN.

Later News from the French Political Situation.

The Left Centre Unanimous for a Conservative Republic.

An Effort to Obtain a Plebiscitum on the Question of Monarchy.

A Speck of Trouble Between France and Spain.

Spain Protests Against French Aid to the Insurgents.

Important Carlist Victory at Puigcerda.

The King of Saxony in a Dying Condition.

FRANCE.

PARIS, Oct. 23.—The Bonapartist organ, *Le Gaulois* publishes a document signed by many Deputies who favor a plebiscitum protesting against the restoration of the monarchy without consulting the country.

PARIS, Oct. 23.—At a Cabinet council to-day it was resolved that the state of the country does not require an early meeting of the Assembly, but that the Ministry is ready to accept the decision of the Permanent Committee on this point.

M. Magne, Minister of Finance, stated that the budget could not be completed before Nov. 5.

The Monarchists have determined not to hasten the reopening of the Assembly.

The last sitting of the Permanent Committee was held to-day. M. Noel Parfait, on behalf of the Left, gave notice that no more interpellations would be addressed to the Government in committee. President Buffet thereupon declared the labors of the Permanent Committee terminated. The subject of the calling of the Assembly was not touched upon, and the day for reopening is left to the appointment by the Ministry.

The Deputies of the Left Centre have adopted, by a unanimous vote, a resolution in favor of a Conservative Republic.

M. Say, on behalf of the Left Centre, refused to listen to the overtures of the Duke D'Audiffret Pasquier for a coalition with the Right Centre.

M. Pereire, whose intentions were previously doubtful, has declared in favor of the Republic. The Monarchists are less hopeful.

The specie reserve in the Bank of France has increased 3,000,000 francs during the past week.

SPAIN.

MADRID, Oct. 23.—Admiral Lobo has arrived. He assigns his reason for retreating from Cartagena to Gibraltar with the Government squadron that his only iron-clad vessel was disabled.

PERPIGNAN, Oct. 23.—The Carlists in this city announce that their forces in the Province of Gerona achieved a brilliant victory on the 19th inst., near Puigcerda. Two hundred Government troops are reported killed.

BAYONNE, Oct. 23.—It is reported that the Republicans have mutilated their prisoners, and that the Carlists have consequently resolved to give no quarter hereafter.

MADRID, Oct. 23.—The Spanish Government has sent a note to foreign powers complaining of intentional interference of the French gun-boat, by which the naval engagement off Cartagena was brought on. Madrid journals charge that while the fight was going on the men on the French fleet shouted "Vive la Republique Sociale;" also that the French steamer has taken provisions to the city, and that the Consul of France violates the obligations of neutrality.

AUSTRIA.

VIENNA, Oct. 23.—The German Emperor and Prince Bismarck visited the Exhibition yesterday. They expressed a particular desire to see the American machinery in motion, and were conducted through the Department of the United States, where they examined with interest several of the most curious inventions. As the Emperor approached the French Department many of the exhibitors left the premises.

ITALY.

ROME, Oct. 23.—It is reported that the General of the Jesuits has transferred the head quarters of the order to Malta.

Cardinal Pitra is about to leave for France, it is understood, on a mission from the Vatican to the French Bishops.

PORTUGAL.

LISBON, Oct. 23.—The police have seized a quantity of arms destined for the Carlists, and arrested the parties in charge.

WEST INDIES.

HAVANA, Oct. 23.—Advices from St. Thomas to the 17th inst. are received.

The Danish Government has granted a concession for laying of telegraph cables from St. Thomas to St. Croix, Para, Bermudas, and New York.

Jacmel papers of the 10th inst. report that the hurricane of the 28th ult. was very destructive. A great many lives were lost, and 500 houses were blown down. Goods arriving by steamers could not be landed, as there were no lighters left in port.

The police have searched a number of houses, and arrested several persons, on a charge of manufacturing and passing counterfeit paper money.

GREAT BRITAIN.

LONDON, Oct. 23.—Mr. Pease, Conservative, has been elected member of Parliament from Hull by 279 majority.

GERMANY.

DRESDEN, Oct. 23.—The King of Saxony is dying. The physicians' bulletins announce that his condition is hopeless.

VIENNA, Oct. 23.—The Emperor of Germany left Vienna to-day on his return to Berlin.

AFRICA.

LONDON, Oct. 23.—News has been received of the arrival of Gen. Garnet Wolseley, commander of the Ashantee expedition, at Freetown.

SPORTING MATTERS.

Maryland Jockey Club Races.

BALTIMORE, Oct. 23.—On this, the first day of the fall meeting of the Maryland Jockey Club, the weather has been fine and the attendance good, the number of strangers present being larger than at any previous meeting.

The first race, 1 mile, all ages; purse, $500, $100 to the second horse, eight started, was won by Preakness, Chicabiddy second, Ortolon third, and Alice Hurst fourth.

The second race was a hurdle race, all ages, 2 miles, over eight hurdles, Welter weights, $400 to the first horse and $100 to the second. Lochiel won the race, Victor second, Prince of Wales distanced. Time, 4:31¼.

Third race, Dixie stakes, for 3-year olds, two mile heats, $100. Subscription club to add $1,500, of which $1,000 to first horse, $300 to second, the third horse to save its stake. Closed with sixty-three nominations. Four horses started. Tom Bowling came in first, followed by Mereдac second, and Lizzie Lucas third. Time, 3:50.

Fourth race, two mile heat, all ages; $600 to first horse, and $100 to second. Six horses started.

SUMMARY.

Harry Bassett	1	1
Shylock	2	2
Warlike	3	3

Time—3:56 and 3:57¾.

NEW YORK.

Brooklyn Taxes—Steam on Canals—Presbyterian Convention—The Shanks Contempt Case—City Suits to Recover.

NEW YORK, Oct. 23.—The Board of Aldermen to-day rejected the nominations of the Mayor of ten city Judges.

BROOKLYN TAXES.

The aggregate of taxes to be raised in Brooklyn this year is nearly $5,000,000.

STEAM ON THE CANAL.

The steam canal-boat City of New York is reported to have performed the trip on the canal to the satisfaction of the State Commissioners.

THE PRESBYTERIANS.

The Presbyterian Synod, to-day, was addressed by Dr. Spears on "Education for the Ministry," and Dr. Hall on "The Evangelization of Seamen." This afternoon the Synod attended the laying of the cornerstone of a new church in Madison avenue.

RELEASED.

Mr. Shanks, city editor of the *Tribune*, after testifying in the Stokes case to-day, was taken before Judge Fancher on application for release, on the ground that the commitment for contempt was illegal in not specifying the time, and was released on his own recognizance until to-morrow, in order to give the District Attorney of Brooklyn an opportunity to appear.

POLICE BUSINESS.

The Police Commissioners met at a late hour this afternoon and received a letter from Capt. Irving, of the detective force, asking for an investigation of the charges made against him in the daily papers of this city. The Chief Clerk was ordered to prepare the charges, which will be tried on Tuesday next at 11 a. m. A letter was also received from the Grand Jury, asking for a list of all gambling-houses in this city. The Superintendent was ordered to furnish the desired information without delay.

CITY SUITS TO RECOVER.

By request of Comptroller Green, suit has been brought by the Corporation Counsel against ex-Tax Commissioner Nathaniel Sands, for the recovery of $75,000 unlawfully taken from the Treasury in 1871,—a commission on certain bonds alleged to have been negotiated by him abroad with the consent of Comptroller Connolly. Sands, on his part, replied by a demand served to-day on the Comptroller for payment of his salary, amounting to about $17,000, since Sept. 1, 1871, which has been withheld by the Comptroller on the ground of fraudulence of the bond-transactions. The Comptroller has also instructed the Corporation Counsel to commence suits against Henry Starkweather, formerly Collector of Assessments, for the recovery of $129,295.25 paid to him in violation of law in 1869, 1870, and 1871. It is alleged that these illegal fees were distributed among certain friends of the ring officials.

BAR MEETING.

At a meeting of the Bar Association to-night, the Address of the Special Committee to the voters of New York was read and adopted, opposing an elective judiciary, and favoring the appointing by the Governor and confirmation by the Senate.

RELIGIOUS.

The Evangelical Alliance at the Capitol.

Political Import of the Visit.

Is Protestantism in Peril?—Statistics Thereabout.

The Balance of Religious Exchange—Ceremonies.

From Our Own Correspondent.

WASHINGTON, Oct. 17, 1873.

It was a proud and suggestive picture which I saw at the Capitol, Wednesday, Oct. 15, 1873: the delegates of the

PROTESTANT CHRISTIAN CHURCH OF THE WORLD,

including about 300 foreign delegates, filling up the great outer stairs of the centre and under the dome, raising the vocal praise of the Coronation hymn:

> All hail the power of Jesus' name!
> Let angels prostrate fall.
> Bring forth the royal diadem,
> And crown him Lord of all!

The spot and the Congress were appropriate to each other, and in the mind's eye one could see the edifice and its visitors in clear descent from Luther, Cranmer, Calvin, Jerome, and Peter Waldo, and disappearing back in the common origin of Christian churches: the school of the Jews of Nazareth. There appeared to be no reason why anybody, whether less or more Evangelical, should take displeasure in this hosanna to the Christ of peace, sung with all the joyous enthusiasm of people feeling that, in a measure, this Capitol was their own temple, and might hold upon its dome, as the type of masculine Freedom, the burly figure of the monk of Wittemberg.

At any rate, the moral effect of the gathering was plain to be remarked on the bystanders and the delegates. Whoever has been waiting to see Protestantism perish from the earth must possess more than the old woman's patience in Cruikshanks' picture: "I've heerd tell," says this old dame, "that a cow will live 100 years, and now I'm jest going to wait over this one and see."

REPRESENTATIVE PROTESTANTS.

There, under the lofty concavity of the dome, were standing the Dean of the Cathedral where a'Becket was slain by a King of his own faith; a Brahmin who for thirty years had preached the gospel of his conquerors; and a Piedmontese who could proudly say: "My Protestantism preceded Luther's, and from the Vaudoise valleys, where I preach, pilgrims went out to reinforce Huss in Bohemia." There, side by side, stood a Parisian, representative of 3,000,000 of Calvin's followers, and a German representative of the House of Brandenburg, whose Elector gave Luther protection, and whose tree has been blessed with more increase than that Kaiser's whose faith availed not at Sadowa, though he had said: "I draw the sword in the name of that faith which my house has always served." The tiara of Charlemagne is worn by a religionist who blends the worship and doctrines of Calvin and Luther, and who is yet finishing Cologne Cathedral for his Catholic subjects. There were Wesley's English preachers and his American Bishops. The adherents of John Knox's Establishment and of the Free Kirk, men of La Rochelle, and of Leyden, Camisards, Independents, Puritans, Baptists, Orthodox Quakers, Belgic and Dutch Evasmians, and the very City of Rome was represented by a Protestant priest. The burden of every speech was the alliance of the Protestant churches of the world for the advancement of the Gospel as they agree upon it, and the good understanding of nations.

POLITICS OF THE ALLIANCE.

There is no doubt that this Alliance has received a great impulsion from three or four secular matters which have been opportune to it. First, the settlement of Anglo-Saxon difficulties by arbitration, and the necessity of peace to a great commercial power like England, have led to the employment of the State Church and the loyal clergy as a diplomatic instrumentality.

Next, the supremacy of North Germany has turned the scale of the Imperial patronage throughout Western Europe in favor of the Transmontane Catholic Church, which is weary of the fussy and mischievous interference of the College of Cardinals. The Catholic Church in France has all along been what is called Gallican; that is, in the main, independent of the Pope. In North Germany there is an Old Catholic party, still less considerate of the Bishop of St. Peter's. The whole secular statesmanship of Europe is at work to widen the differences between the Liberal Catholics and the Ultramontanes, and the Romish clergy are as human as any others in the way of liking Royal condescension and State preferment. The time is not far off when the Alliance which met here this week will be addressed by men who administer the mass; indeed, these made the first overtures, but the bigotry of the Protestants proved to be the most insurmountable.

Lastly, the distracted condition of ultra-Catholic countries, as Spain and Austria, gives every physical and moral advantage to the Northern religion. In Protestant countries there is now literally a more intimate connection between the churches and the State than in the native country of the Popes; that is, the religion of those countries is co-operative with their politics, while the national aspiration in France, Bavaria, Spain, Austria, and Italy, is antagonized by the Catholic Church.

In this age, the religious sentiments of men are subordinate to their political feelings. The Protestant churches are, by philosophy and logic, cheerers-on of Italian unity, Spanish reinvigoration, and French revival; and the Vienna Exposition, with all its array of inventions and aggregation of foreigners, betokened no good to the dogmas of miracles, shrines, and religious seclusion. The opportunity was apparent to Protestantism, and Bishop Simpson expressed it the other day when he said, "Protestantism has taken the advanced line."

ETHICS OF DENOMINATIONALISM.

I am not a religious partisan, and the subject appeals to me wholly on its political merits. The division of the Protestant Church into many sects has been of immense advantage in this country, checking each other in encroachments upon the State, and making both liberty and religion matters of tolerance. The Orthodox Protestant churches have thrown off a powerful body of Unitarians, Universalists, Reasoning Religionists, etc., who are equally useful in counteracting the relapses which the more numerous Evangelicals might have, both in doctrine and in politics. It will be as hard, therefore, to put God in the preamble of the Constitution as to take the Bible out of the schools. The average traditions and sense of the majority repel one proposition as too formal, and the other as too revolutionary. The Dean of Canterbury himself reproved the former measure by saying that the Evangelical Alliance was not making a Constitution for the United States.

NO DESERTIONS.

It will appear to a calm and neutral observer, that, between the faiths of men, there is very little movement either way. The Catholic Church increases with us by immigration, and scarcely perceptibly by proselytizing. We get our religion from our mothers, and cannot be reasoned or terrified out of it. It is best, as a recipe in time of sickness, if we give the old bottle a shake, and do not change the doctor.

In some other countries, the status of Catholicism is equally unmoved. Col. Hay, late Secretary of Legation at Madrid under the Savoyard Government, wrote: "One of the most enlightened statesmen in Spain once said to me: 'The provision for freedom of worship in the Constitution is a mere abstract proposition,—it can never have any practical value except for foreigners. I cannot conceive of a Spaniard being anything but a Catholic!'"

Civilization and intercourse soften the boundaries of religion, and almost obliterate them socially; and from this some zealots infer that Infidelity is prevailing. How many people take up a certain weekly paper, with its broad cartoons of good little Protestant boys being eaten up by priestly crocodiles, without feeling that "Gammon" ought to be the inscription. Men of the world are not wont, in this day, to lead the dismal existence of lads in parsonages, swallowing Fox's Book of Martyrs; but, under all, there is a sturdy attachment to the Gospel as it was taught to us, and a sense of reverence for the great man who reared our side of the Church. That Evangelical Alliance will win the most converts in this age which is most like the liberality of the age. Probably all the money which the Church has given to convert the Jews has been thrown away; but intercourse has made many a tacit Christian of a Jew, and made him the father of children who pray nightly in the name of Christ. There is a Young Jewish as well as an Old Catholic party. There are Hyacinthes which grow on the Place de Greve, where the Calvinists were burned; there are Earls of Arundel and Marquises of Bute, who march in canonicals in the English streets. Some impute the moderation of the times wholly to the Christian spirit; others think that Christ Himself may have been a prescient political economist, teaching the ethics which obtain prevalence to-day with the Shah, and Khedive, and Joint Commission. It is no great heresy to believe both; and that truth is both spiritual and material, personal and Divine.

THE OUTLOOK.

The highest ecclesiastics are invariably the most illiberal, because they have most rank to lose by combination with other sects. It was comparatively easy to unite the two wings of the Presbyterian Church, because the principles of The Commonwealth were in its government; but to unite the Boards of Bishops in "Church South" and "Church North," or Church Anglican and Church Wesleyan, involves a mixing of mitres hard to accomplish. The reduction of the governments of the world to their proper simplicity, which is going on every day, will dispense with a great quantity of cassocks, and coronets, and handles to names, and leave us all plain "Colonel," or "Judge," or "General." Below those grades, the language will admit of no appellation whatever.

THE RELIGIOUS EQUILIBRIUM.

The religious statics of the world show that things hold their own very well. There are 8,000,000 of Jews in the world,—about the normal relative increase, I should think, of the Jewish people; and of these, 73,000 are provided for in the synagogues of the United States. There are about 180,000,000 Catholics on the globe, and 100,000,000 Protestants, showing that, at the memorable division of the Western Church which happened 350 years ago, if the fold was unequally divided, the nations which went out have nearly made up the difference by superior enterprise and colonization. In the United States, the Catholic Church has sittings for less than 2,000,000 people, or only one-eleventh of the whole church-accommodation. The Methodists alone have accommodations for 6,500,000 people; they have six times as many churches; and they possess $70,000,000 in church property, which is $9,000,000 more than the Catholics. Add the Protestant Episcopal Church in America to the Methodists,—for they are the same except as as to more or less proof of the proper laying on of hands,—and the Methodist-Protestant-Episcopal Church would possess 7,500,000 sittings (or accommodation, which is all the last census considers), and $107,000,000 in church-property. This ought to allay the fears of ghost-seeing folks, who expect Protestantism to be overwhelmed. The fractions are these,—Catholics being the numerators, and the gross statistics of religious forces the denominators:

Church edifices.	*Sittings.*	*Church-property.*
3,086	1,990,000	$61,000,000
63,000	22,000,000	$355,000,000

Thus, reduced, the Roman Catholics in the United States have only one-twentieth of the churches, one-eleventh of the sitting accommodations in said churches, and one-fifth of the church property.

NO DANGER OF BEING PROSELYTIZED.

There is no way for them to make increase out of the Protestant element, except by getting possession of the youth of the country, because it is preposterous to consider a full-grown Protestant learning to attend the Confessional or to march with a candle. We have nothing for them to begin upon in the way of reverence or understanding of such formalities. As to getting possession of the youth, therein lies the vitality of the Bible in the schools; for, except in a great foreign municipality like New York, no Board of politicians dare try the question of taking it out. Many of us do not care whether it is read or not, but see a reason for keeping up the old practice whenever it is attacked; for, if they got the Bible out, they might want the boy out next, and therefore there is a pretty general agreement amongst Americans that there shall be no shenanagin with our public-school system. Attend to all your different religions, gentlemen of the cloth! This is a country where, as the Frenchman said, "there are one hundred different religions and only one kind of soup."

Such a convention of chaps lay, and chaps "on the lay," as met at St. Louis the other day to declare that the American public-school was "a recruiting-office for hell," is worth a thousand years of delight in the other world to John Knox & Co. Who are these men of either wing of the faith, who have such clear perceptions of hell as to thrust their opponents in as glibly as bar-room blasphemers? Do they expect to drive American men and women back over 350 years of exodus by such clerical cackle? The Evangelical Alliance has been a success, if it has done no more than stir up such reactionary bad manners and opposition to the progress, charity, and good-nature of our country. Who lays his hand at the root of the flag and freedom of the country which entertains him, shall learn better, whether his name be Bishop Polk, or John Surratt, or the son of the Rev. Mr. Moffit, or any of them.

THE PARSONS WONDER.

The members of the Evangelical Alliance wondered most of all in America at the mighty crowds of native people who came to hear them preach and speak, and to hear the news of the growth of their doctrines and congregations in remote nations. It was noticeable that the derogatory allusions to the Roman Catholic Church were made almost solely by foreign delegates from Continental Europe. The great Anglican Protestant Church, with its 16,000,000 of communicants, which, almost at a fixed moment of time, swung off from the Roman See, and took with it hierarchy, architecture, and membership, showed, of all churches, the most affecting spirit of conciliation. The Calvinistic Churches in America vied with the Armenians in welcome. As a matter of deep feeling and popular concord, the Alliance was a triumph from its inception to the end. I saw in this city weeping old women, and men overwhelmed with joy, who followed the clergy about with the love and superstition of Apostolic times.

THE POLITICAL FEATURES

of this Congress of Protestant ecclesiastics are not to be omitted in estimating it, for the foreign clergy will take home a pulpit-advertisement of the country to make confidence for us in every village and capital.

The Governor of the District gave a splendid entertainment at Willard's Hotel to the whole body; and there African and Hindoo, Scot and German, Irishman and Latin, drank sherry-wine and beer in a way to startle our Total Abstinents. The President made his brilliant speech at the White House, and said nothing with that painful face he carries, so that he looked like Zacharias when, at the circumcision of his son, he, being dumb, only asked for writing materials, and then wrote down these eloquent remarks: "His name is John."

GATH.

THE CORN CROP.

A Falling Off This Year of Sixteen Per Cent, or 250,000,000 Bushels, as Compared with Last Year.

WASHINGTON, Oct. 23.—The October report of the Statistician of the Department of Agriculture, including a digest of returns from counties producing a large proportion of the corn crop of the United States, is not the final report upon the quantity, compared with last year's crop, but the last report of the season upon the condition of the crop. The average is 84, or 16 per cent below the normal crop. The October average last year was 108, or 8 per cent above. The crop of last year was estimated at 1,092,000,000 bushels. In view of the decrease of 4 per cent in area, the indicated reduction is above 23 per cent, or 250,000,000 bushels. The only States returning an average condition are Georgia, Florida, Arkansas, California, and Oregon. The other averages are as follows: Maine, 85; New Hampshire, 99; New York, 89; New Jersey, 99; Pennsylvania, 93; Delaware, 76; Maryland, 91; Virginia, 99; North Carolina, 95; South Carolina, 89; Alabama, 92; Mississippi, 84; Louisiana, 92; Texas, 78; Tennessee, 91; West Virginia, 96; Kentucky, 94; Ohio, 88; Michigan, 88; Indiana, 84; Illinois, 67; Wisconsin, 88; Minnesota, 97; Iowa, 81; Missouri, 76; Kansas, 66; Nebraska, 77.

FIRES.

In Cleveland—Loss, $100,000.

CLEVELAND, O., Oct. 23.—A fire broke out this morning about half-past 1 o'clock in the extensive liquor refining and distilling establishment of W. H. Corning & Co., Nos. 62 and 64 River street. The building, a three-story brick, was destroyed, together with a valuable stock of wines and liquors. The oil-still of Morehouse & Rockefeller, situated in the rear of Corning's building, was partially destroyed. The loss is estimated at from $100,000 to $150,000. The insurance is not known.

Two firemen, John Andrews and Michael Mulcahey, were severely but not seriously injured by falling walls.

At Monticello, Ind; Loss $5,000.

Special Dispatch to The Chicago Tribune.

MONTICELLO, Ind., Oct. 23.—A fire at this place at 1 o'clock this morning destroyed the new livery stable of [illegible] Bros., including twelve horses, six carriages, grain, etc. The loss is between $5,000 and $6,000; insured in the Home, of New York, for $3,300.

THE WEATHER.

WASHINGTON, Oct. 23.—The area of highest barometer will extend on Friday eastward over the Ohio Valley to the Atlantic coast. For the Eastern and South Atlantic States, winds will shift to northwest, with lower temperature, clouds, and rain. For the Middle States, westerly winds, cloudy and threatening weather, possibly with rain, clearing away Friday night. For the Lower Lakes and Ohio Valley, continued southwest and northwest winds, with cloudy and clearing weather. For the Upper Lakes and Northwest, increasing southwesterly winds, with clearing, followed by cloudy weather.

GENERAL OBSERVATIONS.

CHICAGO, Oct. 24—1 a. m.

Station.	Bar.	Thr	Wind.	Rain	Weather.
Cairo	30.33	35	N. E., light.	.....	Clear.
Cheyenne	29.87	31	N. E., fresh.	.....	Light snow
Chicago	30.28	33	S. W., gentle	.....	Clear.
Cincinnati	30.34	40	N. W., fresh.	.33	Cloudy.
Cleveland	30.11	42	S. W., fresh.	.35	Light rain.
Davenport	30.25	33	S. W., light.	.....	Clear.
Denver	29.80	35	N., light.	.....	Cloudy.
Detroit	30.30	30	S. W., light.	.43	Clear.
Duluth	29.92	31	S. W., gentle	.....	Clear.
Escanaba	30.06	33	S. W., fresh.	.....	Clear.
Fort Garry	29.74	26	N. W., brisk.	.02	Light snow
Keokuk	30.20	41	Calm.	.....	Clear.
La Crosse	30.21	34	Calm.	.....	Clear.
Leavenw'th	30.24	38	S., gentle.	.02	Clear.
Marquette	30.04	34	S., gentle.	.....	Clear.
Milwaukee	30.25	35	S. W., fresh.	.....	Clear.
Omaha	30.13	41	S., fresh.	.....	Clear.
Pembina	29.91	28	N. W., fresh.	.02	Light snow
St. Paul	30.07	28	S. W., gentle	.....	Clear.
Toledo	30.30	36	W., gentle.	.64	Clear.
Yankton	30.23	31	N., fresh.	.....	Clear.

MISCELLANEOUS REPORTS.

EVANSVILLE, Ind., Oct. 23.—Rain for thirteen hours. Clearing up; cold. Mercury down to 35. Snow to the north. The river has risen one inch. Wind from the north.

NEW YORK, Oct. 23.—Dispatches from Monroe and Shreveport report heavy rains, and the Ouichita River rising.

MARINE DISASTERS.

MILWAUKEE, Oct. 23.—The schooner Experiment, of Sheboygan, loaded with wood, bound for Milwaukee, was run into by the schooner Ketchum, of Chicago, and sunk. The Experiment lays seven miles north of Port Washington, about seven miles in the lake. No lives lost. Damage to the Ketchum about $400. No further particulars.

DETROIT, Oct. 23.—The steamship Vienna, with iron-ore, from Marquette, foundered in deep water on Lake Superior. The disaster was caused by the bursting of a steam-pipe. Owned by Hanna & Co., Cleveland. Value, $80,000. All hands saved.

Special Dispatch to The Chicago Tribune.

MILWAUKEE, Oct. 23.—A dispatch was received this evening to the effect that the schooner Meridan is ashore at Sister Island on the east shore of Green Bay.

KANSAS CITY LIVE-STOCK MARKET.

Special Dispatch to The Chicago Tribune.

KANSAS CITY, Mo., Oct. 23.—CATTLE—Receipts, 2,486; shipments, 5,455. The supply of through Texan stock unsold is large. Buyers are cautious, and prices worked off 10@15c. Sales were made of, rough through Texan steers at $1.15; fair do, $1.40@1.60; Colorado Texan steers, $2.20; wintered Texan cows, $1.75.

HOGS—Dull at $3.20@3.45.

ANDY JOHNSON.

He Swings Round the Circle of Politics.

And Has Nothing to Say About the Surratt Trial.

Prefers a Monarchy to the Present Administration.

His Views on Currency and Panics.

Gold and Silver and No National Bank Notes.

Gloomy Concerning the Past, and Doubtful of the Future.

WASHINGTON, Oct. 23.—Ex-President Johnson was serenaded to-night at the Metropolitan Hotel, the front of which was decorated with flags and Chinese lanterns. An immense crowd was present. Calls were made for Mr. Johnson, when he appeared and was received with cheers. He reviewed the political changes in the politics of the country during the thirty years of his participancy, and briefly alluded to the period of his Presidential life, when he lived in the midst of calumny and detraction, and mendacious and unprincipled assaults.

A man in the crowd exclaimed, "You still live, Andy," to which Mr. Johnson replied, "Yes, thank God, I am still alive; and not only alive physically, but I am alive to the preservation of our institutions and the best interests of the country." [Applause.]

He did not come for oratorical display. What he would say now would be by way of inquiry, and he would ask,

WHAT KIND OF A GOVERNMENT HAVE WE NOW?

[Applause, and cries of "Tell us."] We used to have some idea that there was a Constitution—[laughter]—and a Constitutional Government, as I argued when I first made my appearance as a Member of Congress. Inquiry formerly was as to the powers conferred upon Government. It was thought there was a limitation to the power, both as to the several States and the General Government, under that instrument. Such was the view of Washington, the Father of his Country, who was first in peace and first in war, and who sacrificed his ease and received no pay for his service; and so thought Jefferson, and those great men who framed the Constitution.

When he (Mr. Johnson) first came to Congress there were two great parties, Whig and Democratic. He wished to-day the country was under their control. He feared people would never would fail to have two such parties. The difference between them was merely this: The Democrats contended for strict construction, while the Whigs claimed a little more latitude. While these parties were thus opposed, they both agreed in this essential principle: that there was a Constitution. But how was it now, or within the last four or six years? When a measure was brought up in Congress, and its constitutionality was questioned, the reply would be, in effect, "Damn the Constitution; we've got the numbers" [laughter]; and while he was here as a friend of the Constitution, battling and contending for its existence, the Constitution was taken from the archives, torn to pieces, and trampled under foot.

The query came up, What kind of a Government have we? The consequences of the war had fearfully effaced and wiped out the limitations and restrictions of the Constitution. The people therefore required to be indoctrinated in the principles in which the Constitution was established. If the Constitution is wiped out and Congress is without restraint, what are we to have? A Government controlled by a body of men without limitation as to power, no Constitution to restrain them, but acting according to their own will and interests. This would give us the most odious despotism ever permitted to be established. Rather than accept such a body of men calling themselves Congress or Parliament, or Congress with unlimited power, give him a wise and just Prince in preference. If the departments were made subordinate, and gave their assent, the whole thing had better be wiped out. [Applause.] If all power was to be centered in one man, let him be a just and good man; let him be some man whom it would be pride to call master. It had been said: "Why, Johnson, you are insane on the Constitution; the whole thing is played out; the liberties of the people are gone." If this be insanity, he wished to God there was more insanity in the county. [Laughter.] He wished the whole country would become insane on constitutional liberty. They should be aroused to it. If the people could see as their fathers saw, things would be different. He then spoke of the

INCREASE OF PLUNDERERS,

the people being taxed to subserve the interest of particular classes. This injustice is applied to both the Federal Government and the States. He wished it were possible to have an amphitheatre constructed to seat all the people of the country, so that when the curtain was drawn they could see what was going on. There would then be such a reaction as was never felt or heard of before. But it might be said this was all talk. We can carry the elections. How carry them? While heavy taxes were being laid on the people the

BALLOT-BOX WAS CORRUPTED

and degraded, controlled by money in the hands of those who are not the people's friends. A great deal has been said about Cæsarism. He never was a partisan in politics or a fanatic in religion. The world was his home and every honest man his brother. In the language of Burke, the eminent British statesman, "When bad men combine for corrupt purposes the time has come when good men should combine to resist encroachments on the Constitution and country." Let, then, the good, honest, and pure associate in a common cause to resist all encroachments on constitutional liberty. He knew that there were

SOCIETIES CALLED GRANGES,

but beyond this he did not care, if they would only take under their control the State and National Governments and administer and preserve them for the interests of the people. To this he would say Amen; so be it.

Mr. Johnson then branched off on the subject of finance, advocating gold and silver as the constitutional currency, and the withdrawal of all National Bank notes, and issuing for them greenbacks to be received in payment of all Government dues. He mentioned that by this means we could return to specie payments.

The idea that there was not gold and silver enough for this purpose was an absurdity, but what was now the matter was the banks have suspended. It used to be that banks suspended because they had not coin to pay but at present the banks suspend because they are deficient of paper money. Banks, brokers, and corporations could all suspend, and there was no way to reach them. There was one portion of the people that did not suspend, namely, the tax-payers, the producers of the country. Speculators could suspend with millions, the payers were two things certain—death and taxes. [Laughter.] He was in favor of a [illegible] public sentiment, and, [illegible] being brought about in degraded and corrupted, he wished the ballot-box being elevated and purified.

Alluding to Wall street, he said $[illegible]00,000 passed during the day from one hand to another, but the capital is not increased by this, nor was anything added to the products of the country.

WALL STREET WAS DEMORALIZED

by such proceedings. When a nation, like an individual, sins, the violation of law brings punishment, and it was now time we should return to the old landmarks. The time had come when war should be made on the monopolies. This scrambling was for money, land, and the Treasury. As a general thing, the people did not seem to be alarmed about the third Presidential term, and by apathy many a nation has lost its liberty. Power is passing from the great mass to the few. Mr. Johnson then spoke in favor of

THE ELECTION OF PRESIDENT

for a single term of six years, of making Senators elective by the people, and dividing the Judges into three classes, each class to be elected at the time of the election of President. This, he thought, would do away with the corruption by which some Senators buy their seats. But what kind of Government have we now? A Stateocracy,—the power of the army. Was it not time for the people to improve their Government, which was to preserve the people in the enjoyment of their liberty and private pursuits? But the converse of this was now practiced, which they witnessed every day.

THE RULE OF THE TWO-THIRDS.

When he was here in the position of President, there was a majority of two-thirds in Congress, and everybody thought that what these two-thirds did was constitutional and right. Suppose when Congress meets next December some man of influence should get up and introduce a preamble and resolution as follows:

WHEREAS, The situation of public affairs is uncertain and critical; and

WHEREAS, The liberties of the people are in great danger; and

WHEREAS, Something is necessary to be done to make them more stable; therefore,

Resolved, That A, B, or C be and he is hereby declared President for the next ten years, till the troubles and difficulties of the country shall subside.

Suppose this should be passed, how easy it would be to follow the example of Napoleon, who, elected President of France for ten years, so managed affairs as to be elected Emperor of France. He had seen what an unarmed people would submit to when brought into conflict with armed men.

It were therefore well for the people to ascertain their true position. This Government was nearer being absolute than any of his listeners were aware of; and this would be the result, unless the people are aroused to their danger; unless they extract the bone, this Government will go the way other republics have gone. He was always willing to trust the people, believing their decision is right.

IN CONCLUSION,

he admitted that he was ambitious to maintain his country's liberties. He had never assumed superiority, and never submitted to inferiority. Those whom he now addressed had seen all his acts as a public man and his walks as a citizen, and he was ambitious to occupy a place in the affections of his countrymen. Mr. Johnson, in conclusion, said, "Take my wishes for your prosperity and happiness, and may God bless you."

The crowd cheered, there was music by the band, and many old friends rushed into the parlor to congratulate the President, who had spoken to them for full two hours.

RAILROAD FINANCES.

Roads Which Paid Dividends Last Year.

The Amount of Stock upon Which Dividends Were Paid, and the Actual Stock Interest.

From the New York Herald, Oct. 22.

Table showing the railroads upon the stock of which dividends were paid last year, the amount of stock upon which such dividend was paid, and the percentage of dividend, also the amount of real stock upon which only such dividends should have been paid:

	Nominal capital stock.	Dividend, per cent.	General debt.
MAINE.			
Atlantic & St. Lawrence	$3,994,900	4	$3,659,189
Maine Central	4,416,720	15	7,618,116
Portland, Saco & Portsmouth	1,500,000	10	....
NEW HAMPSHIRE.			
Boston, Concord & Montreal	1,800,000	6	1,050,000
Cheshire	2,153,300	5	809,200
Concord	1,500,000	10	....
Dover & Winnipiseogee	480,000	6	....
Manchester & Lawrence	1,000,000	10	25,000
Northern	3,068,400	8	113,100
VERMONT.			
Connecticut & Passumpsic Rivers	2,124,500	6	1,567,100
Rutland	6,641,300	1.5	2,567,046
MASSACHUSETTS.			
Boston & Albany	19,664,100	10	3,567,560
Boston & Lowell	2,294,000	8	2,388,728
Boston & Maine	6,816,525	10	787,609
Boston & Providence	3,960,000	10	....
Boston, Clinton & Fitchburg	872,600	4	1,250,000
Cape Cod	1,420,330	9	464,849
Connecticut River	1,850,000	10	407,500
Fitchburg	4,000,000	8	....
Middletown & Taunton	148,375	4	5,008
Nashua & Lowell	800,000	9	48,825
New Bedford & Taunton	500,000	10	171,600
Old Colony & Newport	5,100,120	6.5	2,407,236
Providence & Worcester	2,000,000	10	685,000
Taunton Branch	500,000	8	96,076
Vermont & Massachusetts	2,860,000	3	960,899
Worcester & Nashua	1,436,400	12	346,236
RHODE ISLAND.			
New York, Providence & Boston	1,877,400	9	1,214,000
Providence, Warren & Bristol	437,917	6	113,611
CONNECTICUT.			
Danbury & Norwalk	600,000	5	561,897
Housatonic	2,000,000	6	854,187
Naugatuck	1,877,900	10	137,000
New Haven & Northampton	3,100,000	3	1,971,116
New London & Northern	971,400	10	699,000
N. Y., N. H. & Hartford	15,500,000	11	1,914,721
Norwich & Worcester	2,832,400	10	759,000
NEW YORK.			
Albany & Susquehanna	5,000,000	6	4,367,000
Cayuga & Susquehanna	589,110	8	....
Elmira, J. & Canandaigua	500,000	5	....
Erie	86,536,910	7	28,912,301
Greene	200,000	4	....
Long Island	3,000,000	4	1,625,000
Middlebury & Schoharie	85,800	3	15,400
N. Y. Central & H. R., new	89,428,330	8	16,497,387
New York & Harlem	9,000,000	8	5,909,024
Ogdensburgh & Lake Champlain	5,077,000	7.5	1,012,000
Oswego & Syracuse	1,144,100	9	180,000
Rensselaer & Saratoga	6,000,000	7	1,928,000
Rome, Watertown & Ogdensburgh	2,998,900	7	1,772,965
Staten Island	700,000	6	240,000
Syracuse, Bingh'n & N. Y.	2,004,000	7	1,786,414
Troy & Boston	1,590,000	7	1,364,000
Utica & Black River	1,754,020	8	775,500
Utica, Chenango & Sus. Val.	2,188,500	6	....
Valley	750,000	6	....
NEW JERSEY.			
Camden & Atlantic	1,214,800	25	1,089,929
Central New Jersey	20,000,000	10	12,267,104
Hibernia Mine	150,000	8	....
Morris & Essex	14,008,100	7	12,986,377
Newark & New York	977,500	8	600,000
Ogden Mine	450,000	6	....
Salem	180,550	6	100,000
Sussex	608,000	6	219,650
United Companies	18,900,400	10	15,666,705
Vincentown Branch	20,000	6	16,000
Warren	1,800,000	7	1,201,400
West Jersey	1,268,700	8	2,560,583
PENNSYLVANIA.			
Bald Eagle Valley	550,000	10	484,900
Bellefonte & Snow-Shoe	460,000	6	99,000
Catasauqua & Fogelsville	428,800	6	....
Catawissa	3,208,510	3½	1,740,350
Cornwall	300,000	6	....
Cumberland Valley	1,494,200	6	424,475
Delaware, Lack. & West	26,800,000	10	9,635,548
Elmira & Williamsport	1,000,000	12	1,630,600
Erie & Pittsburgh	2,000,000	6	3,327,000
Frankfort & Holmesburgh	100,000	7	55,349
Hanover Branch	116,250	6	....
Huntingdon & Broad Top Mountain	1,300,000	7	2,270,941
Lawrence	450,000	10	291,014
Lehigh Valley	21,468,800	10	9,754,600
Little Sawmill Run	600,000	6	34,501
Lykens Valley	600,000	10	....
Nesquehoning Valley	1,350,000	10	50,000
Newcastle & B. Valley	608,000	10	....
Northern Central	5,842,000	6	11,282,733
North Pennsylvania	3,200,000	8	4,150,894
Oil Creek & Allegheny Railroad	4,859,450	6.5	2,680,000
Pennsylvania	53,271,937	10	33,039,846
Pennsylvania & New York	3,061,750	3	3,215,234
Philadelphia, Germantown & Norristown	2,231,900	13	....
Philadelphia & Reading	34,233,175	10	33,110,800
Philadelphia & Trenton	1,259,100	10	....
Philadelphia, Wilmington & Baltimore	11,485,750	8	1,296,500
Shamkin Val. & Pottsville	869,450	6	[illegible]
Summit Branch	2,502,250	6	145,000
DELAWARE.			
Delaware	1,317,390	6	870,000
MARYLAND.			
Baltimore & Ohio	16,704,782	9	12,456,637
Baltimore & Potomac	3,382,900	3	4,500,000
OHIO.			
Carrolton & Oneida	14,400	15	200
Central Ohio	2,845,500	6	2,500,000
Cincinnati, Hamilton & Dayton	3,500,000	8	2,082,000
Cincinnati, Sandusky & Cleveland	4,729,037	7	3,274,438
Cleveland, Columbus, Cincinnati & Indianapolis	14,991,275	7	3,375,000
Cleveland & Pittsburgh	11,236,150	7	3,834,344
Dayton & Michigan	3,217,497	10	3,587,173
Lake Shore	50,000,000	8	28,820,919
Little Miami	6,294,450	8	2,556,000
Fort Wayne	22,214,286	7	13,638,230
MICHIGAN.			
M. H. & Ontonagon	2,306,600	10	4,750,000
Michigan Central	17,987,048	8	6,591,233
INDIANA.			
Ohio & Mississippi	24,030,000	7	10,440,752
Terre Haute & Indiana	1,988,150	12	1,042,429
ILLINOIS.			
Chicago & Alton	11,353,300	10	4,451,000
Chicago, Burl'gton & Quincy	18,619,910	9	12,034,750
Chicago & Northwestern	35,878,644	7	20,988,300
Chicago & Rock Island	18,990,000	8	8,098,000
Illinois Central	25,482,890	10	19,439,847
WISCONSIN.			
Milwaukee & St. Paul	26,235,144	7	27,465,500
MINNESOTA.			
St. Paul & Sioux City	4,000,000	3.05	236,373
IOWA.			
Burlington & Missouri River	7,297,673	6	7,947,225
Chicago, Iowa & Nebraska	3,916,300	8	810,000
Dubuque & Sioux City	4,999,200	3	894,000
MISSOURI.			
St. Louis & Iron Mountain	10,000,000	3	5,461,000
St. L., Kan. City & North	24,000,000	2	6,000,000
VIRGINIA.			
Richmond, F. & Potomac	1,509,829	3	233,316
Seaboard & Roanoke	1,278,400	5	317,000
NORTH CAROLINA.			
North Carolina	4,000,000	6	550,000
GEORGIA.			
Atlanta & West Point	1,232,200	8	27,000
Central	5,000,000	10	1,335,[illegible]
Georgia	4,200,000	8	772,500
Macon & Western	2,500,000	10	150,000
Southwestern	4,211,600	8	691,000
KENTUCKY.			
Louisville & Nashville	8,980,703	7	10,811,807
TENNESSEE.			
Nashville & Chattanooga	3,021,573	6	3,873,110

	Cost of Railroad Equipment, &c.	Actual Stock Interest.
MAINE.		
Atlantic & St. Lawrence	$7,654,089	$3,994,900
Maine Central	12,034,836	4,516,7[illegible]0
Portland, Saco & Portsm'th	1,491,832	1,491,832
NEW HAMPSHIRE.		
Boston, Concord & Montreal	2,850,000	1,880,000
Cheshire	2,889,317	1,880,107
Concord	1,500,000	1,800,000
Dover & Winnipiseogee	825,000	825,000
Manchester & Lawrence	1,000,000	975,000
Northern	3,191,741	3,078,641
VERMONT.		
Connecticut & Passumpsic	3,385,586	2,028,486
Rutland	2,401,156	....
MASSACHUSETTS.		
Boston & Albany	[illegible]4,904	21,687,434
Boston & Lowell	4,5[illegible]	2,176,296
Boston & Maine	3,597,644	7,810,135
Boston & Providence	2,7[illegible]	4,155,080
Boston, Clinton & Fitchburg	1,910,423	1,411,289
Cape Cod	2,381,241	[illegible]
Connecticut River	4,290,875	4,[illegible]
Fitchburg	176,401	171,[illegible]
Middletown & Taunton	971,691	922,705
Nashua & Lowell	797,646	626,149
New Bedford & Taunton	3,537,207	4,129,971
Old Colony & Newport	2,575,[illegible]	1,890,306
Providence & Worcester	571,477	475,401
Taunton Branch	[illegible]	[illegible]
Vermont & Massachusetts	3,743,134	2,774,235
Worcester and Nashua	2,312,144	1,868,918
RHODE ISLAND.		
New York, Providence & Boston	3,101,400	1,887,400
Providence, Warren & Bristol	705,650	593,669
CONNECTICUT.		
Danbury & Norwalk	1,142,805	880,908
Housatonic	1,428,431	1,874,344
Naugatuck	2,129,378	1,992,318
New Haven & Northampton	2,284,615	1,363,459
New London Northern	1,644,164	945,164
N. Y., N. H. & Hartford	14,082,305	12,682,484
Norwich & Worcester	2,846,180	2,087,180
NEW YORK.		
Albany & Susquehanna	10,000,388	3,633,287
Cayuga & Susquehanna	1,183,012	1,183,012
Elmira, J. & Canandaigua	500,000	500,000
Erie	168,807,687	79,895,[illegible]
Greene	348,878	348,878
Long Island	5,616,403	3,391,403
Middlebury & Schoharie	102,609	87,200
N. Y. Central & H. R., new	63,299,924	46,802,537
New York & Harlem	16,774,635	10,775,634
Odgensb'gh & L. Champl'n	5,786,221	4,784,921
Oswego & Syracuse	1,445,115	1,265,115
Rensselaer & Saratoga	7,489,628	5,564,628
Rome, Watert'n & Ogdensburg	4,690,600	2,226,635
Staten Island	291,709	141,709
Syracuse, Bingh'n & N. Y.	3,906,297	3,106,2[illegible]
Troy & Boston	3,212,504	248,19[illegible]
Utica & Black River	3,438,147	1,6[illegible]
Utica, Chen'go & Susq. Val.	3,024,475	3,021,475
Valley	785,636	785,636
NEW JERSEY.		
Camden & Atlantic	2,284,789	1,204,800
Central New Jersey	30,322,977	3,4[illegible]
Hibernia Mine	148,633	148,633
Morris & Essex	27,848,477	13,908,1[illegible]
Newark & New York	2,443,033	1,843,0[illegible]
Ogden Mine	482,994	482,994
Salem	278,838	178,838
Sussex	1,838,600	1,638,[illegible]
United Companies	28,520,384	11,820,[illegible]
Vincentown Branch	48,297	[illegible]
Warren	3,099,858	[illegible]
West Jersey	2,258,858	2,326,[illegible]
PENNSYLVANIA.		
Bald Eagle Valley	1,050,000	550,100
Bellefonte & Snow Shoe	407,981	358,981
Catasauqua & Fogelsville	487,157	487,157
Catawissa	4,136,549	4,3[illegible]
Cornwall	414,877	414,877
Cumberland Valley	1,882,180	1,377,705
Delaware, Lack. & West	28,275,126	12,835,575
Elmira & Williamsport	2,620,068	1,000,000
Erie & Pittsburgh	5,327,000	2,000,000
Frankfort & Holmesburgh	150,427	104,085
Hanover Branch	268,173	162,532
Huntingdon & Broad Top Mountain	3,159,769	868,890
Lawrence	677,607	245,698
Lehigh Valley	19,750,425	9,996,425
Little Sawmill Run	115,201	80,760
Lykens Valley	595,727	595,727
Nesquehoning Valley	1,206,385	1,206,385
Newcastle & B. Valley	799,412	711,112
Northern Central	17,983,634	6,574,911
North Pennsylvania	8,296,709	4,189,815
Oil Creek & Allegheny River	9,563,873	5,883,778
Pennsylvania	42,450,208	6,410,383
Pennsylvania & New York	5,715,240	2,299,906
Philadelphia, Germantown, & Norristown	1,514,800	1,514,800
Philadelphia & Reading	46,922,674	12,811,870
Philadelphia & Trenton	1,534,479	1,534,479
Philadelphia, Wilmington & Baltimore	12,479,924	10,489,424
Shamokin Valley & Pottsville	1,568,450	....
Summit Branch	988,902	843,902
DELAWARE.		
Delaware	2,114,184	1,244,184
MARYLAND.		
Baltimore & Ohio	30,136,607	16,709,970
Baltimore & Potomac	7,771,345	3,271,345
OHIO.		
Carrolton & Oneida	110,461	110,261
Central Ohio	5,499,999	3,999,999
Cincinnati, Hamilton & Dayton	5,326,116	3,294,116
Cincinnati, Sandusky & Cleveland	7,282,936	4,707,498
Cleveland, Columbus, Cincinnati & Indianapolis	16,829,024	13,454,024
Cleveland & Pittsburgh	15,091,844	11,267,500
Dayton & Michigan	6,711,685	3,124,512
Lake Shore	77,290,349	49,000,123
Little Miami	8,950,450	6,294,450
Fort Wayne	25,835,286	22,197,056
MICHIGAN.		
M., H. & Ontonagon	7,056,000	2,306,000
Michigan Central	23,918,851	17,327,618
INDIANA.		
Ohio & Mississippi	34,470,752	24,030,00
Terre Haute & Indiana	2,807,303	1,764,87
ILLINOIS.		
Chicago & Alton	18,254,873	13,803,87
Chicago, Burlington & Q'y	31,344,490	19,309,74
Chicago & Northwestern	57,111,319	36,122,61
Chicago & Rock Island	28,761,316	20,063,21
Illinois Central	34,970,054	15,480,30
WISCONSIN.		
Milwaukee & St. Paul	48,778,392	21,312,893
MINNESOTA.		
St. Paul & Sioux City	4,598,083	4,251,709
IOWA.		
Burlington & Missouri River	16,202,331	8,255,596
Chicago, Iowa & Nebraska	4,726,300	3,016,3[illegible]0
Dubuque & Sioux City	5,893,200	4,998,200
MISSOURI.		
St. Louis & Iron Mountain	17,451,755	11,990,755
St. Louis, Kansas City & North	30,163,464	24,166,464
VIRGINIA.		
Richmond, F. & Potomac	2,522,928	1,629,613
Seaboard & Roanoke	1,595,400	1,278,400
NORTH CAROLINA.		
North Carolina	4,943,740	4,393,740
GEORGIA.		
Atlanta & West Point	1,200,065	1,172,065
Central	5,000,000	3,881,400
Georgia	4,420,300	3,647,800
Macon & Western	2,650,000	2,500,000
Southwestern	4,587,313	3,896,313
KENTUCKY.		
Louisville & Nashville	17,260,184	16,448,377
TENNESSEE.		
Nashville & Chattanooga	4,017,392	3,144,283

POLITICAL.

Iowa Republicans Concede a Majority in the Lower House of the Legislature to the Anti-Monopolists.

Special Dispatch to The Chicago Tribune.

CEDAR RAPIDS, Ia., Oct. 23.—The Chairman of the State Republican Committee to-day concedes that the Opposition will have a majority in the House. Carpenter's official majority in this county is 663.

MARRIAGES.

HOXIE—HAMILTON—Wednesday evening, Oct. 2, at the residence of the bride's father, 1098 Michigan avenue, by the Rev. Dr. Ryder, of St. Paul's Church, John R. Hoxie, Esq., and Miss Mary J. Hamilton.

GUERNSEY—LENNARD—In Champaign, Ill., Oct. 22, 1873, by the Rev. J. H. Noble, Mr. Frank T. Guernsey, of Chicago, and Miss Jennie Lennard, of Champaign.

EDEN—WILDER—On Wednesday evening, 22d inst., at the residence of Prof. Swing, Mr. Thomas Eden and Miss Lillie Wilder, both of this city.

☞ Lockport, Ill., papers please copy.

BABBIDGE—BEARDSLEY—On Wednesday evening, Oct. 22, at the residence of J. F. Lyon, 74 Langley avenue, by the Rev. A. J. Frost, Edmond G. Babbidge and Clara L., only daughter of Caroline Beardsley, both of Prescott, Wis.

DEATHS.

MAIN—At his residence, 1059 Michigan avenue, Ibraham P. Main, formerly of New York, aged 46 years. Notice of funeral hereafter.

☞ New York papers please copy.

WATERHOUSE—Oct. 22, of heart disease, George E. Waterhouse, in the 24th year of his age. Funeral services will be held at his late residence, No. 205 Thirty-first street, on Friday, the 24th inst., at 10 o'clock a. m.

CHRIMES—Oct. 22, 1873, John Hoxie Chrimes, aged 7 years and 3 months, son of John and Lydia Chrimes. Funeral this day (Friday) at 2 o'clock, from their residence, on Wabash avenue, between Forty-first and Forty-sixth streets. Friends of the family invited to attend.

AUCTION SALES.

By WM. A. BUTTERS & CO.

FRENCH BRONZE Statuary,

ELEGANT MANTEL CLOCKS,

Italian Marble Statuary, Urns, and Vases,

At Auction, on Friday, Oct. 24, at Store, 19 & 21 Randolph-st.

This collection, which is the importation of Messrs. VITI BROS., Philadelphia, is one of the largest and finest ever offered at auction in this city. The BRONZES comprise groups and figures, large and small, among which are Commerce, Agriculture, Joan of Arc, Columbus, Cleopatra, Amazon Warriors, Mars and Venus, Mercury, Raphael, Minerva, and other beautiful Historical and Classical subjects.

ELEGANT BRONZE CLOCKS in great variety, both with and without side pieces.

ITALIAN MARBLE STATUARY, Pillars, Fluted Columns, Vases, Urns, Card Receivers, finely-carved Groups and Animals, Grecian Tripods, Agate Tazzas, Etruscan Vases, Paper Weights, etc.

☞ Goods on exhibition Tuesday. Sale will commence at 10 o'clock, and continue till all are sold.

WM. A. BUTTERS & CO., Auctioneers.

WM. A. BUTTERS & CO.'S REGULAR SATURDAY SALE, Oct. 25, at 15 & 17 Randolph-st.

1,000 LOTS HOUSEHOLD GOODS AND GENERAL MERCHANDISE,

Commencing at 9½ o'clock a. m.

200 Plumbers' Basins, at 10 o'clock; a Printing Press, and Type, complete. 75 Assorted Stoves, at 10½ o'clock. 4 Piano Fortes, at 11 o'clock.

WM. A. BUTTERS & CO., Auctioneers.

By C. C. THAYER & CO., Real Estate Auctioneers and Agents.

PEREMPTORY SALE AT AUCTION,

On account of owner's departure, of

30 ACRES

IN AN ADDITION TO

WASHINGTON HEIGHTS

On Tuesday, Oct. 28, 1873, at 3 p. m.,

AT 186 EAST MADISON-ST.

We will sell, as above, 30 acres in N. E. ¼ of Sec. 14, 37, 13, in 5-acre Blocks. The property is well located and of easy access, being within ¾ of a mile of the new C., R. I. & P. R. R. The ground is high and dry. On the frame [illegible] are fair improvements; good two-story [illegible]. As the [illegible] good opportunity [illegible] peremptory and without reserve, a safe and profitable [illegible] to buyers to make a good, TERMS OF SALE [illegible] in 1 and 2 years, with interest at 8 per cent. TITLE PERFECT. Abstract [illegible].

C. C. THAYER, [illegible] East Madison.

By TAYLOR & HARRISON,

IMPORTANT AUCTION SALE OF CHOICE

Foreign Wines, Brandies, Gins, &c.,

Direct importation from France, Spain, and Holland. We have received instructions to sell at our salesrooms, Nos. 204 and 206 East Madison-st., on

FRIDAY, Oct. 24, at 11 o'clock,

The following goods, now in bond in the U. S. Bonded Warehouse in this city, viz:

100 Cases "Otard Dupuy's" Brandy.
20 Cases "Hennessy's" Brandy.
20 Cases "Hennessy's" *** Brandy.
20 Cases "Hennessy's" V. O. Brandy.
16 Octaves (20 gals each) "Hennessy's" Brandy.
28 Octaves (20 gals each) De Kuyper's Gin.
10 Qr. Casks Vergaras Sherry.

All above will be sold "FREE" or "IN BOND," as the purchaser may choose, and IN LOTS TO SUIT. The goods are guaranteed to be GENUINE OR NO SALE. Samples now to be seen at our store. Terms cash.

By TAYLOR & HARRISON, Auctioneers, 204 and 206 East Madison-st.

On Saturday, Oct. 25, at 9½ o'clock,

HOUSEHOLD GOODS,

Rich Parlor, Chamber, Dining-room and Kitchen Furniture, and Carpets. Also, the contents of a Boarding House of 17 rooms, at our Store, 204 & 206 East Madison-st.

TAYLOR & HARRISON, Auctioneers.

AUCTION SALES.

By ELISON, POMEROY & CO., Successors to Elison & Foster, Real Estate and General Auctioneers, 84 and 86 Randolph-st.

ELISON, POMEROY & CO.'S Regular Friday's Sale,

At 84 and 86 Randolph-st.,

Friday, Oct. 24, at 9 1-2 o'clock.

Splendid Parlor Sets, Chamber Sets, Sideboards, Bureaus, Washstands, Lounges, Marble-Top Tables, Bedsteads, Mirrors, 10 crates Crockery in open lots, Bedding, Mattresses, large lot Teas and Groceries, &c., &c. Cooking and Parlor Stoves, &c., &c. General assortment of housekeeping goods. ELISON, POMEROY & CO.

GRAND EXCURSION!

AUCTION EXTRAORDINARY!

AT

SOUTH CHICAGO

Monday, Oct. 27, at 11 o'clock.

THE RAPIDLY-RISING TOWN OF

South Chicago.

Secure a Lot when the Opportunity is Offered.

C. W. COLEHOUR has ordered an

AUCTION SALE

Of a portion of his Choice Property at South Chicago, to meet the pressing demand.

THE SALE WILL BE PEREMPTORY.

TURN OUT! TURN OUT! TURN OUT!

Attend this sale, and buy a Lot. Let the occasion be a MEMORABLE ONE. Date your fortune from THIS SALE. There is no suburb near this GREAT CITY promising as GREAT RETURN ON YOUR INVESTMENT. Only a sufficient number of Lots will be sold to supply the present demand.

LUMBER WILL BE FURNISHED at lowest market price to those who wish to build, and on credit if required. This is the finest Lake Shore tract south of the city limits, HIGH and DRY, covered with forest trees, near to the magnificent harbor just opened, and near to Grand Old Lake Michigan. PURE AIR, PURE WATER—everything to make home desirable. The improvements already under way insure a large demand for houses, stores, &c. EIGHT MAMMOTH MANUFACTURING ESTABLISHMENTS are about completed. The Rolling Mills and Steel Works are well forward.

The Railroad facilities at SOUTH CHICAGO are unequaled, embracing six trunk lines, enough to make a town anywhere. Homes for over ONE THOUSAND MEN must be provided before 1st of May next.

WORKINGMEN, this is a grand chance to secure a HOME and be your own landlord.

SAFER THAN ANY SAVINGS BANK ACCOUNT. It CAN'T suspend, or REQUIRE SIXTY DAYS' NOTICE.

SPECULATORS, here is a chance to make an investment.

TAKE A HOLIDAY. GO AND SEE THIS PROPERTY.

A SPECIAL FREE TRAIN will leave on the Pittsburgh & Fort Wayne Railroad, corner Canal and Madison-sts., at 9:30 a. m. The Express Train on the M. S. Railroad leaves Van Buren-st. Depot at 9 o'clock, arriving on the ground at 9:30.

Vaas & Hoffman's FULL MILITARY BAND will accompany the excursion, making it a GRAND GALA TIME.

A splendid collation, served by one of Chicago's most noted caterers, will be furnished under the Mammoth Pavilion used only at OUR sales, which will accommodate 2,500 people, and will be on the ground.

A deposit of $25 required at time of sale on each lot.

The TERMS of this sale are easy, within the reach of every one. Only ¼ cash, balance in 1, 2 and 3 years, at 8 per cent, or in monthly or quarterly payments at option of the purchaser.

The TITLE to this property are unquestionable, having been examined by Edward Roby, Esq., Attorney for the Silicon Steel Works, whose improvements alone amount to nearly half a million.

Abstracts furnished each purchaser. Full warrantee deeds given.

All are invited to attend this sale.

For Plats or further particulars inquire of C. W. COLEHOUR, Esq., 153 LaSalle-st., or of

ELISON, POMEROY & CO., Auctioneers, 84 and 86 Randolph-st.

AUCTION SALE

IN A NEW PLACE.

THERE WILL BE A SALE OF

REAL ESTATE!

AT AUCTION,

Saturday Evening, Oct. 25, at 7 1-2 p. m.,

AT NO. 17 SOUTH CANAL-ST.

This is the first of a series of sales, to be held at the same place each Saturday Evening. We shall offer at this first sale

LOW-PRICED LOTS

On monthly payments, if desired, in Washington Heights, Irving Park, and other choice suburbs. The sale will be conducted in such manner as to secure the confidence of all. Plats furnished at the sale Saturday night, at 7½ o'clock, No. 17 South Canal-st.

H. W. FOWLER, Note and Stock Broker, } Room 2, C. B. ATKINS, Real Estate, } Major Block.

ELISON, POMEROY & CO., Auctioneers.

Great Auction Sale of

40

Valuable Business Lots

ON WEST LAKE-ST.,

And eighteen desirable RESIDENCE LOTS on Park-av., only three blocks west of Western-av.

We are instructed by Messrs. W. D. KERFOOT & CO., agents for the owners, to offer for sale at auction, on the ground, on

TUESDAY, OCTOBER 28,

at 2 o'clock. Sale absolutely without any reserve, and on very easy terms, only one-third down. Fifty dollars deposit required at time of sale. Title unquestionable.

This property is very eligibly located, the lots on Lake-st. being on the great thoroughfare from the city to Central Park, are valuable for business purposes, and offer great inducements to purchasers seeking business locations in a section of the city where property can be purchased at moderate prices, and certain to largely increase in value. We will offer for sale 8 lots, south front on Lake-st., 25 feet front each; 14 lots north front on same street—all being good business lots. Also, 14 lots on Park-av., south front, 25 feet front; 4 lots on same avenue, north front—very desirable residence lots, and in the immediate vicinity of churches, schools, and surrounded by fine residences, and easily accessible by horse-cars on Lake and Madison-sts.

This is the first auction sale of Lake-st. property east of Central Park, and should attract general attention of all parties interested. All of this property is located two blocks east of California-av., which avenue is 100 feet wide.

TERMS—One-third cash; balance one and two years, with interest at 8 per cent. Title perfect; abstracts furnished. Parties wishing to attend this sale can take the Randolph or Madison street-cars, which will convey you to the immediate vicinity of the property.

For plats of the property and further particulars inquire of Messrs. W. D. Kerfoot & Co., 85 Washington-st., or of

ELISON, POMEROY & CO., Auctioneers, 84 and 86 Randolph-st.

BY GEO. P. GORE & CO., 68 & 70 Wabash-av.

AT AUCTION,

Regular South Side Sale of

Household Furniture.

A large stock of first-class Furniture, received from Boston. Rich Parlor Suits, Marble-top Chamber Sets, Walnut Bureaus and Bedsteads, Sofas, Lounges, Mirrors, Marble-top Tables, Mattresses, Book Cases, Sideboards, Carpets, 50 new Cook Stoves, 75 Ex. Tables, 50 doz. Shovels, 20 Crates W. G. Crockery, Glassware, Mason & Hamlin Organ, Piano Forte,

On Saturday, Oct. 24, at 9 o'clock.

GEO. P. GORE & CO., Auctioneers.

By EDWARDS & COHEN, 85 South Canal-st.

On Saturday, Oct. 25, at 9:00 a. m.,

We will offer at Public Auction,

New and Second-Hand Furniture,

Carpets, Stoves, [illegible] Assorted Bedsteads, [illegible] Office Desks, and [illegible] Buggy, and four sets of [illegible], three Horses, one [illegible]

EDWARDS & COHEN.

ON NOV. 1, AT 10 A. M.,

At LaSalle-st. entrance to "Republic Life Building," will be sold at Public Auction, for cash, the

Two Stone-Front Residences, Nos. 1018 & 1020 Wabash-av.

Each house will be sold separately, and with it the Lot, having 20 feet frontage on Wabash-av. The houses have three stories and basement, and will be sold free and clear of all incumbrances. By order of Comp. in Bankruptcy.

For particulars apply to R. E. JENKINS, Assignee, 159 LaSalle-st.

By BRUSH, SON & CO., 41 South Canal-st.

FRIDAY, Oct. 24, at 9:30 a. m., will be sold Parlor Suits, Marble-top Chamber Sets, Marble-top Tables, Card and Ext. Tables, Bedsteads, Bureaus, Lounges, Sofas, Show Cases, Mattresses, Beds and Bedding, Parlor and Cook Stoves, Brussels and Ingrain Carpets, Rugs, Sets, &c., &c.

BRUSH, SON & CO., Auctioneers.

OSGOOD & WILLIAMS, West Side Auction House, 22 South Canal-st.

Have auction sale Saturday, 9:30 a. m., of all kinds of Household Furniture and Housekeeping Goods, new and second-hand. Attend this sale and buy [illegible] prices.